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Auto EXPRESS

SPECIAL ISSUE

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EXCLUSIVE
IMAGES



PLUS



Superb Estate vs rivals

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Inside story on how DS plans to
beat BMW, Mercedes and Audi

New DS 4 Crossback



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REVEALED Full details of new Kia Sportage - and we've driven it **PLUS** Best of British - Ford vs Vauxhall

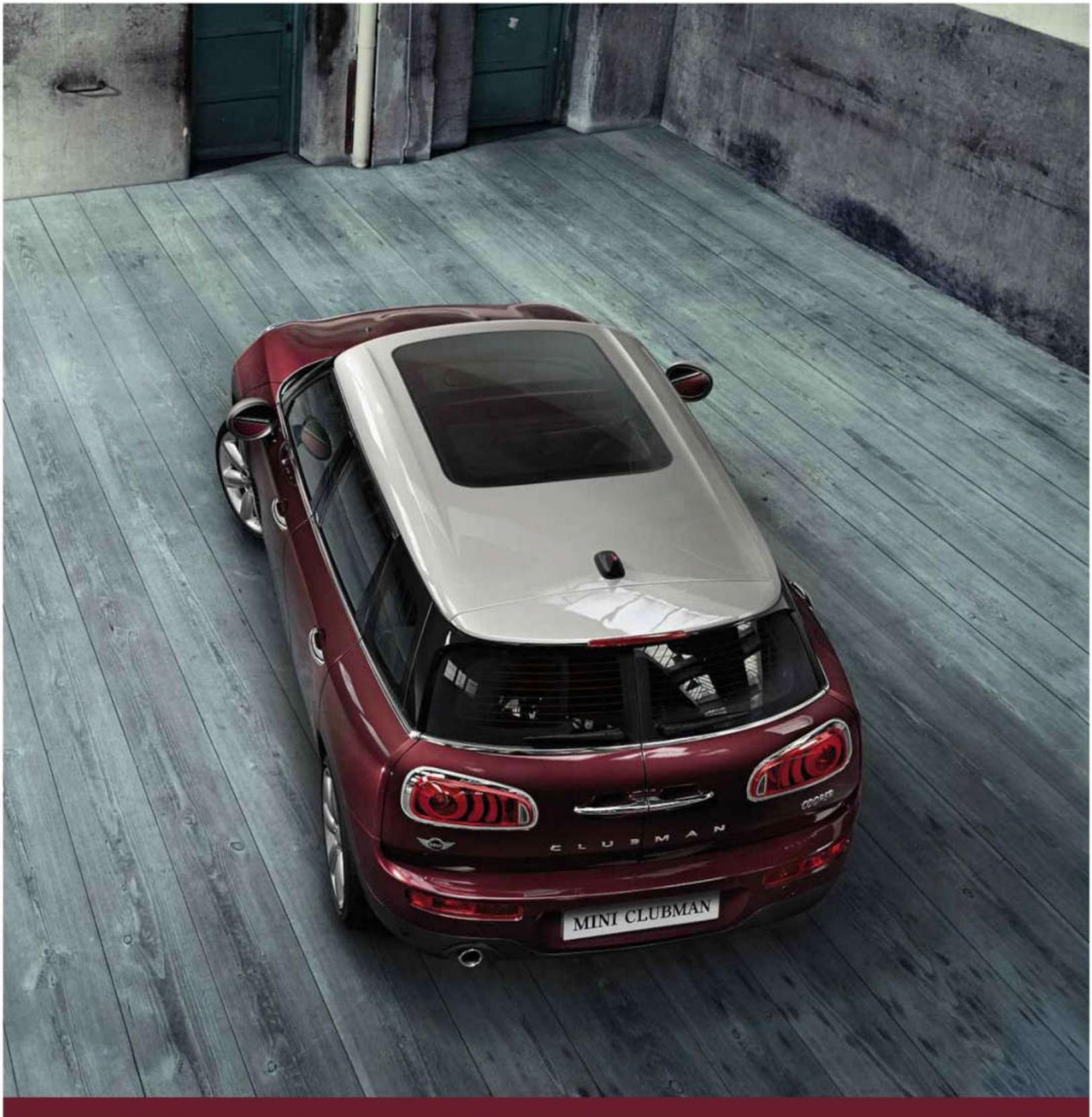
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Official fuel consumption figures for the TT Coupé in mpg (l/100km) from: Urban 33.2 (8.5) – 54.3 (5.2), Extra figures for comparative purposes and may not reflect real driving results. Optional wheels may affect emissions



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80 Updated BMW 3 Series goes head-to-head with award-winning Jag XE

FORD &
VAUXHALL
IN BEST OF
BRITISH
SERIES
Page 26



8 New Sportage, plus prototype driven



12 Skoda coupé-SUV to take on BMW X4

47

32 PAGE SPECIAL

DS SPECIAL
BIRTH OF A LUXURY BRAND

BIRTH OF A LUXURY BRAND

Online this week

Log on to see wacky new Cactus concept

CITROËN will pull the wraps off a mysterious concept based on the C4 Cactus at the Frankfurt Motor Show, but all will be revealed online this week ahead of its world debut.

It's expected to be a wacky convertible version of the popular crossover, and a canvas roof and pick-up style loading area – as illustrated in our exclusive image above – will build on its quirky image. If it makes production, the current 1.2 and 1.5-litre engines could be adopted.

For more visit
autoexpress.co.uk



30 We get behind the wheel of hi-tech new BMW 7 Series

Newsweek

COVER New Kia Sportage	8
Official pictures of new SUV – plus we drive prototype	
COVER Skoda's coupé-SUV	12
Exclusive images as Czechs line up BMW X4 rival	
New Ibiza Cupra	15
SEAT unveils updated hot hatch with new 189bhp turbo	
Peugeot Fractal	16
Electric concept points to look of new 3008	
ForTwo drops its top	19
First chance to see Smart's all-new convertible	
S-Class Cabriolet	22
Drop-top version of luxurious Mercedes revealed	

Features

The Best of British	26
Our series continues with a visit to big sellers Ford and Vauxhall	

New cars

BMW 7 Series	30
The big verdict on hi-tech new Mercedes S-Class rival	
Tucson hits Britain	32
First UK drive of 1.7 diesel version of stylish Hyundai crossover	
MINI One five-door	34
Punchy petrol engine gives entry-level model extra appeal	
Land Rover double	36
Disco Sport for business users, plus posh run-out Defender	
Focus ST Mountune	38
Tuner gets its hands on Ford hot hatch to up power to 271bhp	
Vauxhall VXR8 GTS	40
Muscle car now comes with paddleshift auto transmission	

DS Special

COVER Birth of a luxury brand	47
Inside line on DS as it gets set to battle BMW, Merc and Audi	

Road tests

COVER 3 Series vs XE	80
Updated BMW head-to-head with Jaguar newcomer	
COVER Superb Estate vs rivals	88
New Skoda wagon takes on Passat and Avensis	
Our cars	98
Updates on the VW Golf GTE and Mazda 2	

Products

In-car vacuum cleaners	106
Which of our three super suckers is best for in-car use?	
Mini jump packs tested	108
Seven top buys to get your car back to life assessed and rated	

Buying cars

BMW X3 buyer's guide	112
Get your hands on second-generation SUV for only £14k	
New car prices	118
All the info you need before you head to the showroom	

Regulars

Consumer news	24
Watchdog solves your problems, plus you have your say	
Get Auto Express every week	86
How to net a great deal on your favourite magazine	
Sport	128
Monza future in doubt, plus latest news	
Back chat	130
Mike Rutherford on the demise of the traditional dealer	



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AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested using a Racelogic Vbox computer timing equipment. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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It's going to get more difficult for every new Kia to impress us



AF CHATTING to some senior car industry execs this week, we got around to discussing the ebb and flow of success in the car business. Consistent brilliance is rare and even the mighty will occasionally produce cars that fail to impress.

Take the two brands that are the subject of our Best of British series this week: Ford and Vauxhall. Vauxhall's on a bit of a roll at the moment, while the Ford line-up isn't as strong as it once was. Whether that reverses anytime soon I'm not sure, but you can count on the good times coming back for Ford at some stage – let's hope so, anyway.

Skoda is a brand that I've really enjoyed watching over the past 15 years. After initial success with a whole range of great cars, things dipped a bit, but now it's back with a bang. The new Superb, tested this week in Estate form, is an awesome car: super-stylish, spacious, well built and efficient.

I've also enjoyed watching the rise and rise of the Korean brands, Kia and Hyundai. Every time a new model is launched, it's hailed as the best car yet to come out of Korea. But how much longer can that go on? Enter the new Sportage (above), previewed in full and driven in prototype form on Page 8.

The last Sportage was a revelation for Kia – a car so pretty it could sell on looks alone. But it didn't need to – it rode the crest of the SUV wave with a breadth of talents that took it to the top of the class.

The Sportage – and Kia – are at that difficult stage where expectations are so high, it gets harder to impress. Take the new Sportage's design, for example – if I'm honest, I think the current car is prettier.

Kia promises even better quality, efficiency and driving dynamics, but so does everyone else. It's no

longer the new kid on the block with the interest that brings – from now on in, the battle gets tougher.

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Kia reveals new Nissan Qashqai rival ahead of Frankfurt debut**Athletic look outside matched by classier interior, with new tech**

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AE FOLLOWING a series of leaked images and hazy teasers, these are the first official pictures of Kia's all-new Sportage. The SUV will debut at the Frankfurt Motor Show and go on sale at the end of the year, priced from around £18,000.

For the moment we're limited to three exterior images, but even from this initial batch the more athletic and muscular look of the Nissan Qashqai rival is apparent. The design has been heavily inspired by the KX-3 concept that was first seen in China at the Guangzhou Motor Show last year. It's described as "bold and progressive".

The Sportage features a new version of Kia's trademark 'tiger nose' front end, with a more prominent grille, chrome surround and sleeker headlamps protruding from the bonnet sides. The windscreens have been raked back compared to the more upright outgoing model, but overall the proportions look very similar – exact dimensions and more technical information have yet to be announced by the brand.

The broader shoulder line gives a more muscular look, and a new chrome strip links the redesigned tail-light clusters. A metallic rear skidplate also appears, while there's more liberal use of chrome for the exhausts, lower door trim and roof bars.

Kia claims the Sportage will receive its "most refined, highest-quality cabin to date". Top-grade soft-touch materials and a classier design will feature, as will the latest array of infotainment, connectivity and active safety technology. Features such as leather sports seats and ambient lighting have been seen in previous official sketches of the Sportage.

During a development drive of an early

prototype (Page 10), Auto Express also learned the new Sportage will feature an 'intelligent space solution' which adds further storage space below the 'Spacesaver' spare wheel. The rear seats will move back and forth independently, while also folding flat to create a wide open load bay.

It's not clear how the new design will impact on practicality, as the current Sportage has one of the biggest boots in its class. Certainly, the KX-3 concept from which the new Sportage takes its inspiration was slightly shorter and narrower, and the boot was 62 litres smaller, but no official numbers have yet been released.

Even though Kia hasn't shown us any interior images, we've also learned that the centre console will be reshaped and the instrumentation binnacle will be upgraded to a digital display, while a new Harman Clari-Fi stereo is also likely to feature.

The infotainment system, which will be housed in the dash, will also use haptic feedback – a vibrating screen that indicates when a button has been pressed. In addition, the buttons have been moved from the frame of the touchscreen to the lower section of the dash to improve safety.

There has yet to be any official word from Kia on engines, but we can expect revised versions of the current 1.6-litre petrol and 1.7 and 2.0-litre four-cylinder diesels. Tweaks should bring more power and reduced CO₂ emissions, while all-wheel drive will be available on the range-topping 2.0-litre diesel. There is also talk of the Sportage being available with the 1.6-litre petrol turbo from the Cee'd GT, along with the new, slicker, seven-speed dual-clutch box.



OFFICIAL

Bold new K



BOLD
Official images show muscular new look, and it's most obvious from rear, with added chrome, redesigned light clusters and metallic rear skid plate



FAREWELL Existing model will be replaced by new Sportage from end of year; Mk4 to get top-quality interior

Kia Sportage muscles in



"Soft-touch materials and a classier design will feature, as will latest infotainment, connectivity and safety tech"



Juke rival on way

AS well as the new Sportage and recently refreshed Sorento, Kia is planning a new small crossover to take on big sellers like the Nissan Juke and Renault Captur.

In Issue 1,382, we revealed Kia had given the green light to the supermini-SUV, based on last year's Niro concept (above). Due in 2018, it'll offer a choice of three engines and two gearboxes. It'll be front-wheel drive only, with no 4x4 option planned.

PAGE 10 We drive Sportage ↗

And early Sportage hits road

FIRST DRIVE

TESTING Although new Sportage that comes to the UK at the end of the year will benefit from additional tweaks, we got valuable insight into the car when we joined Kia during trials in California



Verdict on pre-production Kia SUV during testing in California



Cat Dow
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AS we've already seen, the all-new Sportage has taken huge steps towards a more contemporary, European design, but can that be paired with big improvements to refinement and comfort?

Before Kia showcases the Sportage at Frankfurt, Auto Express joined the Korean manufacturer in California's Mojave Desert to sample an early prototype.

As you can see, the pre-production model we tested was heavily camouflaged inside and out – the SUV had yet to be revealed when we got our hands on it. It feels familiar but more modern inside, thanks to the slicker dash architecture and larger integrated touchscreen.

The 2.4-litre petrol auto we tried won't make it to our shores, but as a package the marked step up in quality was apparent, as was a remarkably quieter ride. Acoustic shields and extra sound deadening have been added to various components to cut road and engine noise. Although we were on recently resurfaced roads, Kia confirmed UK-bound models will have further tweaks for this country's more neglected tarmac.

The six-speed automatic transmission was, on the whole, smooth, although there were moments when there was slight hesitation. It didn't feel that nimble, but it was obvious refinement and comfort have been prioritised. That said, the minor niggles should be ironed out before the Sportage reaches UK dealers next year.

What will help further is the likely addition of the seven-speed dual-clutch auto box recently added to the updated Kia Cee'd. This is bound to aid fuel efficiency and pack extra punch from a standing start. The

"As a package, the marked step up in quality was apparent, as was a remarkably quieter ride"



MODERN
Beneath all the tape is a heavily revised cabin with an integrated touchscreen



REFINED
From our time behind wheel, it was clear that Kia has focused on comfort and refinement

steering was light and, while there was some roll into corners at moderate speeds, the new SUV generally felt solid.

Kia made great strides in 2010 with the third-generation Sportage, which helped shift perception of the brand in the UK. This pre-production Mk4 suggests the company has made further steps to refine that reputation.

Verdict

WHILE it's clear Kia has focused on ride comfort and quality rather than sporty handling, the new Sportage looks to build on the old model's success in near enough every area. We've high hopes for the interior, too.



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Skoda coupé-SUV to battle BMW X4

■ Exclusive images show look of curvy new crossover SUV
■ Petrol, diesel and eco GreenLine models; plug-in hybrid, too

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AB WE'VE already reported on Skoda's upcoming SUV boom (Issue 1,366), and now we can reveal an all-new coupé crossover is on the way from the brand, due in showrooms in 2017 – and our exclusive images show how it could look.

The as-yet-unnamed competitor for the BMW X4 and forthcoming Mercedes GLC Coupé will get a swept-back profile and sloping roofline, plus tall suspension and a raised driving position. Expect big alloy wheels and a Superb-style front end, as well as sharp creases in the bodywork and a high boot lip for that coupé look.

Inside, the new car will feel largely familiar to owners of current Skodas and other VW Group models, although we expect advances in technology to make it sharper and even more solidly built than any of the brand's existing cars. A central touchscreen is likely to come as standard, along with various market-leading safety technologies and infotainment options.

Power will come from a range of existing VW Group petrol and diesel engines, while buyers will be offered a selection of manual and DSG automatic gearboxes. A GreenLine version is also set to be an option, promising CO₂ emissions of less than 110g/km and 60mpg fuel economy. Plug-in hybrids could also join the range at a later date.

While a Skoda spokeswoman wouldn't officially confirm the coupé-SUV, she did hint that such a car is under consideration.

"We will be growing our SUV range in the future," she said. "All of our new models will offer class-leading space, value and quality. So long as these can be included, the sky is the limit."

As a result, this new model is likely to better the BMW X4 for boot space, with

more head and legroom and improved internal storage. The X4 features a 500-litre boot (50 litres down on the boxer X3), with a maximum of 1,400 litres if you fold the rear seats flat. As with the BMW, the Skoda will remain a strict five-seater, despite being based on the upcoming seven-seat flagship SUV.

As is the case with Skoda's popular Yeti, the coupé-cum-SUV will be offered with a choice of front and four-wheel drive. The raised ride height will help with ground clearance, while underbody cladding will give it a degree of off-road ability. Like the BMW, though, this new model will be primarily designed for the road – with weighty steering and adjustable driving modes.

The new coupé-SUV will form part of a four-strong crossover range due to be revealed in the coming months. After the introduction of Skoda's all-new seven-seater in 2016, the brand will launch the new Yeti 12 months later. The revised model will build on the current car's success, albeit with a more conventional SUV body, rather than the existing model's van-like shape.

Later that year, the Yeti will spawn a smaller, supermini-sized SUV designed to rival the likes of the Nissan Juke and innovative Citroen C4 Cactus. It's hoped the four new cars will combine with the existing model range to help Skoda increase sales to a whopping 1.5 million globally by 2020 – which would be up nearly 50 per cent on its 2014 figure.

With a new Fabia and Superb already on sale and a facelifted Octavia penned for 2016, there will soon be a Skoda for (almost) every taste. Our sources did say, though, that a Skoda convertible is "totally out of the question".

"Expect big alloy wheels and a Superb-style front end, plus sharp creases and high boot lip for that coupé look"



■ EXCLUSIVE IMAGES

PRESENCE

Our images show the sharp look of new SUV, with its rakish roofline





"Raised ride height will help ground clearance, while underbody cladding will give degree of off-road ability"



76mpg from greenest Superb yet



AS the new coupé-SUV takes shape, Skoda has revealed its most efficient Superb ever. The new GreenLine model, set to debut at the Frankfurt Motor Show, promises 76.4mpg.

It uses a 118bhp 1.6 TDI diesel, and Skoda claims it can travel over 1,100 miles on a 66-litre tank of fuel. Longer ratios for the manual box, low-drag tyres and updated aerodynamics also help the hatch emit 96g/km of CO₂ and the Estate

97g/km. Expect a £1,000 premium over the £20,040 Superb 1.6 TDI.

Joining the GreenLine at Frankfurt will be a sporty-looking Superb RS line, with an array of visual enhancements. However, Skoda has delayed the next Roomster. The new MPV, to be based on the latest VW Caddy, was due to debut at October's Nitra Motor Show in Slovakia, yet will now be kept under wraps until 2016.

P88: New Superb Estate vs rivals

CLEAN
New GreenLine-spec Superb is offered as hatch or Estate; claims over 1,100 miles from a single tank of diesel



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Updated SEAT Ibiza Cupra ready for action

■ Spanish hot hatch upgraded to align with rest of range
■ New 1.8 turbo develops 189bhp; six-speed manual as standard

■ OFFICIAL



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AE SEAT'S Ibiza Cupra is nearing its 20th birthday, and to bring the model in line with the rest of the updated Ibiza range, the firm has revealed a newly refreshed 189bhp version. Lightly revised on the outside, but with bigger changes beneath the surface, SEAT's Ford Fiesta ST rival will be presented at September's Frankfurt Motor Show, before going on sale in January.

With the exception of the addition of LED headlamps, the hot hatch is the mirror image of the model it replaces. As before, however, there are distinctive Cupra touches, such as the darkened rear diffuser and central exhaust, more aggressive bumpers and unique 17-inch alloys.

More significant changes have been made under the bonnet. To replace the 177bhp 1.4-litre TSI turbo, SEAT has borrowed the larger and more powerful 1.8-litre turbo from the VW Polo GTI, which now develops 189bhp. Torque has also jumped from 250Nm to 320Nm, and is fed to the front wheels via a six-speed manual box.

Unlike the outgoing Ibiza Cupra, which was only offered with a seven-speed dual clutch DSG gearbox, the new model is only available with the manual transmission. Those changes mean the Cupra is now 0.2 seconds quicker from 0-62mph (6.7 seconds) and can hit 146mph flat out. Despite the bigger engine, it's still capable of returning the same 47mpg as before.

And because the manual transmission is cheaper to produce than the DSG, it could also mean the price of the updated Cupra is reduced from its current £19,120. Further



PLAYING IT SAFE

Exterior is instantly familiar, but there are more changes inside, with a new steering wheel and instrument panel

mechanical changes include the addition of SEAT's Cupra Driver Profile, which allows the driver to alter the likes of the steering weight and suspension via the Cupra, Sport and Comfort driving modes.

Inside, SEAT has made a significant effort to update the interior over the dated cabin of the current model. There's a new steering wheel borrowed from the Leon range, while a refreshed instrument panel, air vents and infotainment system also feature.

The touchscreen is also compatible with Android Auto, Apple CarPlay and MirrorLink smartphone integration.



Mégane RS set to bow out in style

■ OFFICIAL



Cup-S has limited-slip diff and uprated Cup chassis

RENAULTSPORT has unveiled a pair of high-spec run-out specials of the range-topping Mégane RS.

The new Cup-S includes air-con, cruise control and a 20-watt sound system with Bluetooth and auxiliary input as standard. It also makes use of the mechanical limited-slip differential, red Brembo brake calipers, firmer springs and dampers and a stiffer anti-roll bar offered by the Cup Chassis Pack. With the uprated Cup chassis as standard, the 275 Cup-S costs from £23,935.

For an extra £2,000, the 275 Nav model – which replaces the current Mégane 265 – adds an upgraded infotainment system, automatic lights and wipers, dual-zone climate control, keyless entry and rear parking sensors with a colour reversing camera.

Options for both cars include 19-inch wheels (£1,000) and Recaro leather seats (£1,300), while the Cup-S is available with Öhlins adjustable dampers (£2,000) and a titanium exhaust (£2,500).

New hatch opens up

■ SPY SHOT



Espace-style screen will feature on the next Mégane

MEANWHILE, testing is already well underway for the fourth-generation Mégane – and we've been given our first view of the new cabin design.

Our spy picture shows a large portrait-style touchscreen (above) taken from the new Espace MPV, although it's unlikely all models will get this as standard. We also expect the Mégane to get a higher-quality cabin, as Renault has acknowledged this is one of the main criticisms of the current car.

Elsewhere at Renault, the firm has also revealed the practical estate version of the all-new Talisman (below) – a replacement for the Laguna and a rival for the VW Passat. It's primed to go on sale in Europe at the start of 2016, but there are no plans to bring it here.



Hi-tech Peugeot coupé sou

■ **Fractal EV previews new look of crossover; advanced acoustics**



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AE THE Peugeot Fractal is an “electric urban coupé” concept that’s set to star at the Frankfurt Motor Show. And as well as giving a glimpse of an exciting future two-door, it previews a new design direction for the brand, which is due to debut on next year’s revised 3008 (spied below).

Auto Express was granted early access to the Fractal, and the people responsible for its creation, and it casts a sleek, compact profile – think Peugeot 208 and VW Polo.

The designers were tasked with coming up with something completely new – a focus on sound and an “unprecedented attention to acoustics”. Peugeot bosses say the result is a “level of auditory perception that further enriches the driving experience”.

For example, the interior is laden with 3D-printed ‘anechoic protrusions’ – these absorb sound waves to provide crisp, unaltered noise from the specially designed Focal stereo. In addition, the external door sills have been shaped using mathematical equations to trap sound before it enters the cabin. As a result, the Fractal should eliminate all but the worst road and wind noise. The skinny tyres should help, too.

Technology

But ‘enriching’ the driving experience isn’t all about a top-end stereo and finely tuned acoustics. The Fractal also debuts new technology like smartwatch keyless entry and a progressive navigation voice that appears to get closer to the driver as the car approaches junctions. It can also shift from left to right, depending on the car’s proposed direction – and is said to eliminate the familiar problem of drivers switching off from generic nav instructions.

“Nav often becomes background noise,” said Gilles Vidal, Peugeot design director, “We’ve discovered we can use cognitive sound to progressively bring the voice closer, which is ideal for ergonomics.”

Under the bonnet is a 30kWh lithium-ion battery which powers motors on both axles for a combined output of 201bhp. Peugeot says the Fractal has a range of up to 280 miles – far surpassing current production electric cars like the Renault ZOE and Nissan Leaf. The concept also features adjustable suspension, which can hunker down on the motorway for optimal efficiency, or rise by 4cm to tackle speed bumps and potholes.

The Fractal previews an advanced version of Peugeot’s i-Cockpit design, too. This was first seen on the current 208, and the new layout gets the same small steering wheel and raised dials, but with the latter revised as a head-up display with a dual-level hologram set-up designed to bring key information to the front of the driver’s vision. While we

■ **OFFICIAL**



HI-TECH
Fractal previews smartwatch-based keyless entry, plus new i-Cockpit. And design chief Gilles Vidal shows our man Ingram around



didn’t actually drive the car, it seems to work really well at first glance. There’s also a pair of touch displays on the steering wheel and a tablet on the centre console.

It’s not unfeasible technology, either. Vidal wants to see this kind of kit on future Peugeot models “some time next year”. The sound-insulating door panels are probably

a little further off, but the two-tier i-Cockpit is in the advanced stages of testing.

In terms of exterior design, the car in our main pictures isn’t just an exercise in sharp edges and bold features. “We wanted to push creativity without constraints,” said Vidal. “People don’t just buy a car any more. They want mental or psychological experiences.”

“For Fractal we used mathematical equations to create shapes, which in turn creates brand new aesthetics.”

The grille and headlamps, with their double V-shaped ‘eyes’, will transfer to the next production Peugeot, likely to be the new 3008, due in early 2016 and already being tested. They’ll then be rolled out across the range, from the 208 to SUVs and crossovers.

The removable roof is a little more far-fetched, although a 208 CC is possible, especially considering the success Peugeot has had in the cabriolet market in the past.

UK only fifth in EU jams league table

BRITISH drivers spend an average of 30 hours a year stuck in traffic. But if you think we have it bad, we rank as only the fifth most congested nation in Europe.

The highest numbers were found in Belgium, where drivers waste on average 51 hours sitting in jams. Motorists in the Netherlands and Germany rounded out the top three in the report from traffic data analyst INRIX, spending 41 and 39 hours respectively in traffic.

But London topped the charts as Europe’s most congested city. Drivers in the UK capital spent 96 hours in jams – 20 hours more than those in second-placed Brussels.

ounds out next 3008



Frankfurt show car's headlights and grille expected to feature on future Peugeots



Infiniti's A3 shapes up for show

NEW images of the Infiniti Q30 have been revealed, ahead of its debut at the Frankfurt Motor Show. The Audi A3 rival is the brand's first entry in the premium compact hatch class, and goes on sale at the end of the year.

The striking exterior is relatively unchanged from the concept, first seen back in 2013, but this is the first glimpse we've had of the cabin. It's a different layout and overall design to the Q50 saloon, with a central infotainment screen and three banks of switches below.

Upmarket features include a suede-like material used to cover the roof and door pillars. The Q30 shares its platform and engine range with the Mercedes A-Class, despite being a rival. Later on in 2016, it will also spawn a jacked-up QX30 crossover, similar in concept to Mercedes' GLA, with which it also shares its underpinnings.

CLASSY
First image of Q30's interior shows central screen and bank of switches; new Infiniti shares its platform with the Mercedes A-Class



news in brief



Honda concept to take aim at Atom

HONDA looks to be gunning for the Ariel Atom with an open-wheel road racer concept at the Frankfurt Motor Show.

The '2&4' concept, teased in this cut-away image (above) of the car's side profile from above, gets a modified MotoGP four-cylinder bike engine and an open-air cockpit. Like the Atom, the wheels and suspension will be exposed and viewable in the cockpit, and it will be extremely lightweight. There's no word yet on a potential production car.

Swift Sport teaser set for Tokyo show

SUZUKI is planning to reveal a concept car at October's Tokyo Motor Show which will preview the next Swift Sport.

The concept will debut a new 1.4-litre 'Boosterjet' turbo engine which will likely feature in the next Swift Sport, due in 2016 following the arrival of the standard Swift. Reports from Japan also suggest the new engine will eventually receive hybrid assistance, with an electric motor boosting performance.

Golf convertible cleans up its act

VOLKSWAGEN has given its ageing Golf Cabriolet a refresh – although as you can see from our picture (below) it's an extremely subtle one.

Updated bumpers and side skirts and enhanced paint options (including a red soft-top) are the only exterior changes, while inside there's new upholstery and an updated infotainment system.

Engines have been tweaked for extra efficiency, with petrol engines averaging 7mpg more and diesels up by 2mpg. The model will debut at the Frankfurt show and go on sale in November.





1-litre to 1.4-litre
PSA Peugeot Citroën
1.2-litre three-cylinder turbo



PEUGEOT 308

AVAILABLE WITH JUST 1.9% APR* REPRESENTATIVE
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TOUCHSCREEN WITH SAT NAV
& REVERSING CAMERA



FULL LED HEADLIGHTS
& FOG LIGHTS



PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in MPG (l/100km) and CO₂ emissions (g/km) for the 308 Range are: Urban 38.2 – 80.7 (7.4 – 3.5), Extra Urban 61.4 – 97.4 (4.6 – 2.9), Combined 50.4 – 91.1 (5.6 – 3.1) and CO₂ 130 – 82 (g/km).

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. *1.9% APR Representative up to 37 months. Terms and conditions apply, participating dealers only or visit peugeot.co.uk. Peugeot Motor Company PLC is acting as a credit broker and is not a lender. We may introduce you to a limited number of lenders to finance your purchase. Over 18s only. A guarantee may be required. Finance provided by and written quotations available from PSA Finance UK Ltd t/a Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 1QA. All offers available on qualifying vehicles ordered and registered between 01.07.15 and 30.09.15 or until such time as they may be withdrawn by Peugeot at its complete discretion. Excess mileage charges may apply. ⁺Three years free servicing offer is for 308 Hatch (excluding SW) models ordered between 01.07.15 and 30.09.15. Offer applies to qualifying retail customers only. Price includes VAT. Servicing offer is available in conjunction with all other consumer offers. Servicing element includes: scheduled servicing (including pollen filters) and brake and engine oil if replaced at the intervals stipulated by the Manufacturer, together with all associated labour costs. Wear parts are excluded. Expires at 36 months or 30,000 miles (whichever occurs sooner). Start date for Servicing is original date of vehicle registration. Full details of the terms and conditions will be supplied when placing the vehicle order. Peugeot Motor Company PLC reserve the right to amend or withdraw this offer at any time. Model shown is a 308 Hatchback GT Line with metallic paint at £21,970. Touchscreen with satellite navigation and reversing camera, full LED headlights and fog lights are standard on a 308 Hatchback GT Line. All information correct at time of going to press. Visit peugeot.co.uk for full terms and conditions.

PEUGEOT 308

MOTION & EMOTION



PEUGEOT

Smart lifts lid on new ForTwo

New drop-top city car revealed ahead of debut at Frankfurt show



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AE SMART has revealed the second member of its new ForTwo family: the Cabrio. The third-generation soft-top will debut in the metal at the Frankfurt Motor Show, with order books opening in November ahead of first deliveries early next year.

So far in the ForTwo's 17-year history, Smart has sold more than 220,000 Cabrios, so it's not surprising that the formula hasn't changed too much – although as with the standard ForTwo, the Cabrio has grown up over the model it replaces. It's still 2.69 metres long, but the track is 100mm wider than before to increase safety, stability and passenger space. The 'tri-top' three-layer fabric roof is four per cent larger than before and 20mm thick, and now features a heated glass rear window.

Customers can choose red, black or blue material for the hood, which opens electrically in 12 seconds at any speed. Plus, the roof can now be slid all the way back using the remote keyfob – although if you want to go fully topless, you'll still have to remove the roof bars above each door by hand. Luckily, these can be stowed in the boot.

Under the skin, Smart claims the car is its most structurally rigid Cabrio ever, with ultra-high-strength steel contributing to a 15 per cent improvement in torsional strength.

It's business as usual for the rest of the drop-top ForTwo, meaning a choice of two petrol engines: a naturally aspirated 70bhp 1.0-litre and an 89bhp 900cc turbo. The latter claims 0-62mph in 10.8 seconds. They can

OFFICIAL

OUT IN THE OPEN
New ForTwo Cabrio has been revealed, with wider track to boost stability. It's said to be more rigid than before; engines are shared with the hard-top



Interior is borrowed from hard-top, with optional seven-inch display and huge scope for personalisation

be linked to a dual-clutch auto or, in a first for the Cabrio, a five-speed manual.

Also carried over unchanged from the hard-top is the quirky cabin, with its colourful materials and optional seven-inch infotainment system with MirrorLink smartphone integration. Buyers will be able to pick from the same Passion, Prime and Proxy specs, with an array of exterior and interior personalisation options.

Prices for the Cabrio will be revealed soon, but we expect a premium of around £1,500 over the standard ForTwo.

Aston launches Bond DB9 special

JAMES Bond enthusiasts wanting to live out their 007 fantasies can now order a special Aston Martin DB9 Bond edition.

Based on the recently introduced 540bhp DB9 GT, the car is a run-out special built to celebrate the DB9's 12-year life before the new DB11 replacement launches next year.

The Bond edition commemorates Aston's relationship with the film franchise, and only 150 examples will be built, at £165,000 each. The 6.0-litre V12 remains unchanged, but the £25,000 premium over the regular GT buys unique Spectre Silver exterior paint and discreet 007 Bond Edition badging.

Other subtle additions inside include numbered sill plaques with the 007 logo, gun barrel embroidery on the rear seats and a Bond-themed infotainment screen. A Bond-edition Omega Seamaster watch with an Aston Martin strap comes with every car.



New Bond special is based on DB9 GT and features Spectre Silver paintjob and 007 details

Show debut for new D3 Bi-Turbo

BMW tuner Alpina has announced it will debut an updated D3 Bi-Turbo at the Frankfurt Motor Show.

Based on the recently revised 3 Series, the Alpina gets the same visual updates, including new LED lights front and rear, and restyled bumpers. The 3.0-litre twin-turbo six-cylinder diesel develops 345bhp and 690Nm of torque, with the saloon doing 0-62mph in 4.6 seconds and hitting 170mph. Fuel economy is 53.3mpg for the saloon and 52.3mpg for the estate.



One in 50 drivers ran out of fuel in past year

- 827,000 drivers caught out
- Many ignore warning lights



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AE_Consumer

AE MORE than 800,000 drivers ran out of fuel at the roadside in 2014 – an increase of 50,000 from the previous year, new research reveals.

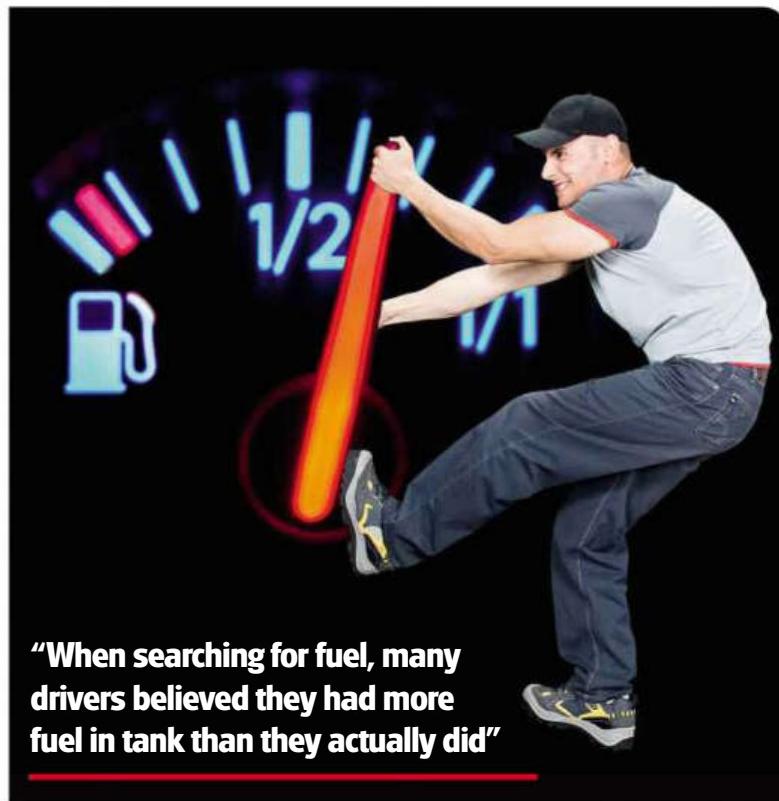
The estimated 827,000 motorists who were caught out represent two per cent of the entire UK driving population, according to the study, by LV= Road Rescue.

It calculated some 536,000 motorists deliberately ignored their vehicle's fuel warning lights, while a further 267,000 failed to notice the low fuel light was on.

Differing fuel costs on motorways and urban areas continue to influence motorists' decision to drive with the fuel warning light on, as 54 per cent admitted to passing a fuel station in search of a cheaper one, despite already being low on fuel.

When searching for cheaper fuel, many drivers wrongly believed they had more range left in the tank than they actually did. Nearly a quarter of motorists believed they could drive a further 40 miles after the fuel warning light came on, when in fact only half the cars surveyed had a range of 40 miles between the warning light and empty.

The Ford Fiesta, the UK's best-selling car, goes 37 miles before running dry, while Vauxhall's Corsa – the second biggest UK seller – started coughing up just 29 miles after the fuel warning light came on, according to the survey. Once at the pump, some two-thirds of motorists said they never



fill the tank full, either, with 30 per cent claiming they put in as little as £5 of fuel.

It's important to take care at the pumps, though, as Auto Express has previously revealed (Issue 1,351) that more than 40,000 motorists a year misfuel their vehicles, causing further breakdowns. John O'Rourke, managing director of

LV= Road Rescue, said: "Having to buy expensive motorway fuel can be frustrating, but if it saves you the stress of running out of petrol and potentially causing damage to your engine, then it's worth the cost."

"Being diligent with topping up soon after the light comes on will help to avoid the headache that a breakdown can bring."



£5k plug-in grant scheme extended

THE UK's £5,000 plug-in grant has been extended until February 2016.

The grant was due to stop when 50,000 buyers had received their funding – expected to be November this year. In its place, a tiered system was being prepared, but the extension means the 75g/km cut-off remains in place for now.

The UK is Europe's fastest-growing market for plug-ins, with the likes of BMW's i3 (above) selling strongly.

BIG DEAL
New Optima is longer and wider than car it replaces, and Kia says it'll be better to drive



New Kia Optima set for Frankfurt debut

KIA will reveal the new Optima in European spec at the Frankfurt Motor Show. The Ford Mondeo rival is longer, taller and wider than the car it replaces, and UK versions will be built in South Korea.

Tweaks have also been made to the chassis, with Kia claiming the ride and handling are improved, thanks to a new suspension system. As with the outgoing model, a 1.7-litre diesel will be the only engine option in the Optima.



**news
in brief**



Black magic peps up sporty Mazda 2

MAZDA has introduced a new Sport Black edition of the 2 supermini (above). Priced at £15,395 and based on the 89bhp 1.5-litre petrol engine in SE-L Nav spec, the Sport Black gets racy styling additions and extra tech.

It gets black front and side skirts, a black spoiler, 16-inch gunmetal alloys, a chrome exhaust trim and a free pearlescent paint option. Tinted windows, parking sensors and auto wipers and lights are added, too.

P100: Our Mazda 2's Euro road trip

Interest high in mystery new TVR

REBORN British brand TVR has announced its mystery new sports car has already sold out for 2017.

The new model, said to be powered by a Cosworth V8 and feature design input from Gordon Murray, hasn't been revealed, yet TVR has taken deposits of £5,000 for the last six weeks. Director John Chasey claims that all 250 examples have been sold so far, and those wanting to place an order will have to wait until 2018.

Extra tech as new Micra gets in trim

NISSAN has added extra tech to its Micra supermini on a new n-tec edition (below).

Bridging the gap between the Acenta and Tekna models, it gets the firm's 5.8-inch sat-nav and infotainment system with smartphone integration as standard. A leather steering wheel and 16-inch alloys are also added. Prices start at £12,400 for the 79bhp 1.2-litre.





THE NEW SEAT IBIZA

WITH EcoTSI ENGINE
AND FULL LINK TECHNOLOGY



TECHNOLOGY TO ENJOY

Time is more fun spent with friends, and the New SEAT Ibiza 5dr is the perfect space to bring you all together. It comes with all the technology and comfort to enjoy every journey even more. With Full Link technology your car's infotainment system becomes a mirror of your smartphone, seamlessly bringing the connectivity experience safely to the road and keeping you connected to your friends no matter where you are. The New SEAT Ibiza is available with an EcoTSI engine at its heart, meaning you won't have to sacrifice power for efficiency. And with an extensive choice of stylish Colour Pack combinations, you can make it truly yours.

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Official fuel consumption for the SEAT Ibiza 5dr in mpg (litres per 100km); urban 41.5 (6.8) - 70.6 (4); extra-urban 62.8 (4.5) - 91.1(3.1); combined 54.3 (5.2) - 83.1 (3.4). CO₂ emissions 119 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

Wraps are off new Merced

■ Set to debut at Frankfurt show
■ Array of new technology fitted



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AE MERCEDES' S-Class Cabriolet has been a poorly kept secret for some time, but finally the German manufacturer has revealed its flagship drop-top for all to see ahead of its debut at the Frankfurt Motor Show.

The Cabriolet is swooping in with the hope of stealing sales from the Bentley Continental GTC, and is the first car of its type in Mercedes' product range in over 40 years.

With the roof in place, the cabrio's profile is almost entirely unchanged from the sleek S-Class Coupé. The same graceful long bonnet and swept-back headlamps trail into the steeply raked windscreens and distinctive side kinks on the flanks. The rear has been revised slightly, with a longer deck meeting the more upright window of the soft-top, but the Cabriolet's overall dimensions are identical to the Coupé's.

As you'd expect, the roof is state-of-the-art. An 'acoustically optimised' multi-layer lining combines with a (rubber-like) butyl outer coating and double glazing to make it one of the most insulated soft-tops on the market. It folds down electrically in 20 seconds – either remotely or at speeds of up to 37mph – on to an automatically extending luggage divider in the boot.

And there's a host of new tech to make the experience as luxurious as possible. A new Thermotronic climate control system uses sensors and actuators to automatically compensate for the lowered roof and maintain the temperature, and can even detect the presence of harmful gases entering the cabin. Draft-reducing electric wind deflectors and Mercedes'



Airscarf neck-level heating are also available. Under the skin, Mercedes has concentrated on making the S-Class cabrio both as rigid and as light as possible.

The use of aluminium and magnesium in the rear floor and firewall compensate for the additional weight of the roof mechanism, while extra floor bracing and die-cast cross members help to maintain rigidity.

From launch, two versions will be made available to buyers. The S 500 will feature a 449bhp twin-turbo 4.7-litre V8 engine that emits 199g/km of CO₂, while the S 63 AMG is powered by a 577bhp 5.5-litre bi-turbo V8. It takes the cabrio from 0-62mph in 3.9 seconds, and the flagship features carbon ceramic brakes and air-suspension as standard.

In terms of pricing, we expect the Cabriolet to add around £10,000 to the standard Coupé's £96,000 starting figure.

OFFICIAL



Roof comes down to reveal a typically luxurious cabin



...And SL 63 AMG is warming up for action, too

AND here's another drop-top Mercedes that's getting into shape. The facelifted SL range is being put through its paces and first to receive attention is the SL 63 AMG, as you can see in these spy shots.

The storming two-door is set to get a raft of mid-life updates, including new styling and an updated interior.

Despite the body cladding on this test mule, it's clear the 2016 SL will have a fresher face. Thinner headlamp clusters sit either side of the more upright grille and now incorporate new LED daytime running lights. Larger air intakes (where the DRLs used to be) on the new front bumper take their inspiration from the AMG GT supercar.

Although retaining the square quad exhausts, the rear bumper has been lightly reshaped and is joined by a new set of tail-lights and a smoother bootlid aimed at a

sleeker, more modern design. Previous spy shots of the standard SL's interior indicate that Mercedes is planning on adding a larger 'floating' touchscreen and redesigned steering wheel. We can also expect to see the firm's touch-sensitive control pad for the infotainment.

The 5.5-litre twin-turbo V8 engine is expected to be carried over, and could even receive a power boost from its current 577bhp state of tune to reduce the 0-62mph time of 4.2 seconds. Mercedes does have the new 4.0-litre twin-turbo V8 from the AMG GT as an option, but in its most potent form of 503bhp, it doesn't yet produce the power the SL 63 AMG requires, so its appearance remains unlikely.



SPIED
Automedia
Drop-top has gone under the knife, and will feature thinner headlight clusters and a more upright grille

Mercedes S-Class Cabriolet



Video watch

AT autoexpress.co.uk/videos this week, we present our new bite-sized news package and do a drag race with a difference.

Essential car news in just 90 seconds



LIKE your car news in a quick, digestible package? Our News in 90 Seconds videos should be absolutely perfect for you.

The premise is very simple – we take the big motoring stories of the week and pack them into a bite-sized one-and-a-half minute video. The video news bulletin goes live every Thursday and subscribers to our video newsletter are always the first to watch the latest news.

Our launch control drag race blasts off



EVER wondered what happens when you drag race a Porsche 911 Carrera 4 GTS, BMW M4 and a Mercedes-AMG C 63, and include engaging their launch control in the time?

Well, we did. And to make things more interesting, we threw a 1.0-litre Volkswagen Polo into the mix too.

You read the feature in Issue 1,834 – now watch the results.

You can watch any of our videos on your phone

Simply scan this QR code.



Robert Trumm



Sharp-eyed Auto Express reader Robert Trumm snapped the disguised prototype

Hi-tech E-Class spied testing in UK

THESE are the latest spy shots of Mercedes' next BMW 5 Series rival, all but confirmed for the Detroit Motor Show in January with a spring 2016 release date.

A prototype has been spotted by Auto Express reader Robert Trumm in the UK, suggesting Mercedes is using notoriously bad British roads to test the chassis to the

limit. While there's still a thick layer of disguise, it's obvious the new E will ditch the angular styling of the boxy current car in favour of a softer, curvier approach.

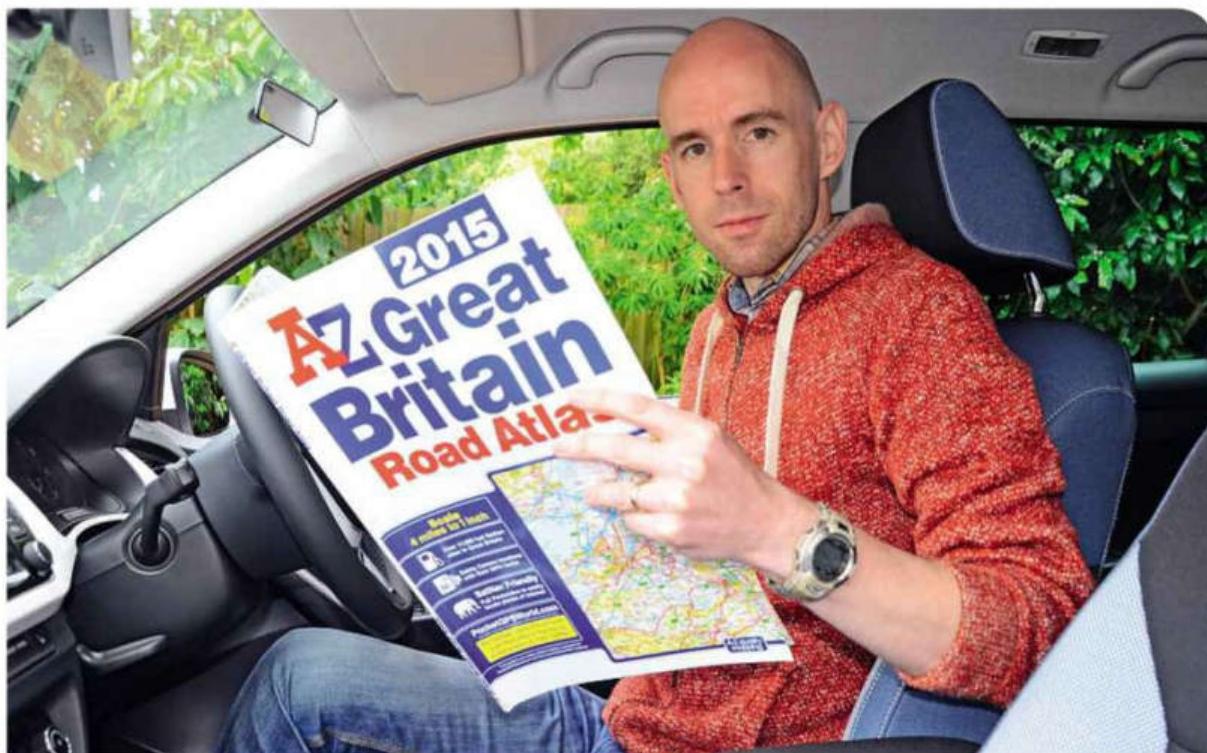
The all-new seventh-generation E-Class is set to be the most technologically advanced car the company has ever produced, and is expected to be fitted

with more autonomous safety systems than even the current S-Class flagship.

The executive car has grown slightly, and will use the new 'MRA' platform that underpins Mercedes' C-Class and S-Class. Engines will range from four-cylinder petrels and diesels to an efficient plug-in hybrid and a storming near-600bhp AMG model.



We get behind the stories that affect you



Fabia MirrorLink misery reflects badly on Skoda

CASE STUDY Owner can't integrate smartphone with new car, despite dealer's promise he'd be able to**AE** Julie Sinclair

IN-CAR phone connectivity is more important to drivers than ever, so when one Skoda buyer was told a promised upgrade on his new Fabia wasn't coming, he was understandably irate – and he wasn't alone.

Kevin Adams-Wallace of Huntingdon, Cambs, bought his Fabia from Progress Skoda, Bedford, in March having been impressed by the advertised MirrorLink tech, which allows content from phones to be projected on to the dashboard screen.

Kevin's phone wasn't compatible at first, but he said he was told by his dealer that'd change as all new Fabias would be upgraded to SmartLink software in May.

Kevin said: "It meant I'd be able to use Android Auto, too – which lets you beam Google's navigation software from your phone into the car." The date arrived, but Kevin had no luck. It turned out only Fabias built from May would have the new system. "My car is now two months old and already effectively out of date!" he raged.

Auto Express called Skoda and it admitted Kevin "may have been misinformed". Skoda told us it wasn't possible to upgrade to the new system, which was "not available at the start of Fabia production". A spokesman added it had "re-emphasised to dealers the

MAP KO
Kevin has to rely on atlas for directions as SmartLink software, which streams Google Maps, can't be installed on car; dealer told him he'd be able to upgrade to this



"Skoda admitted that Kevin 'may have been misinformed', but said it wasn't possible to upgrade"

importance of clarifying the functionality of MirrorLink and SmartLink to customers".

It's clearly necessary, as a search of Skoda owner forums revealed dozens of other disgruntled drivers. Auto Express' road testers also failed to connect with the system using supposedly compatible

phones. Skoda revealed there have been 20 complaints made to its HQ to date, but more may have been lodged with its dealers.

Skoda has now offered Kevin a retro-fit, integrated sat-nav instead, as a gesture of goodwill, but he'll have to pay a third of the £375 cost. Kevin said: "Why should I pay an equal share? That implies I'm equally to blame!" We agreed, but Skoda has refused, adding: "It's the best offer we are making."

As he bought the car on finance, Kevin has now taken his complaint to VW Financial Services, and warned if a better offer isn't made, he'll reject the car on the basis it was mis-sold and is no longer fit for purpose.

**Joe Finnerty**

Leading academic questions the safety and feasibility of driverless cars on UK roads

AE DRIVERLESS cars are "as useless as a chocolate teapot". Not my words, but those of a university professor and senior member of the Institute of Electrical and Electronics Engineers (IEEE).

Dr Kevin Curran, senior lecturer in computer science at the University of Ulster, believes that unless we address security issues right now, the UK will not only miss its target of getting driverless cars on the road by 2020, but the tech could flop altogether.

Dr Curran told us: "With current levels of technology, as well as the network that needs to be established to make this technology functional, a lot more research and development needs to be done before the technology can emerge publicly." And given the news this week that hundreds of cars from 26 manufacturers are vulnerable through their immobiliser systems, it's hard to disagree.

Models from Volvo, VW, Audi and Fiat – especially those that have a starter button rather than a key – were revealed as susceptible to thieves in a report that was banned from being published for two years.

Being able to hack into a car like this is one thing, but consider the dangers if somebody could take control of systems on a driverless car. Worst case scenarios don't bear thinking about. We've seen driverless prototypes in the form of the autonomous Audi A7 in Germany and the four trials bound for UK roads, but more work is needed before they're a realistic option.

The tech must be working from the outset, because if you launch a product that's flawed, it's hard to convince the public it'll ever be right.

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@AE_Consumer

"Consider the dangers if someone can take control of systems on a driverless car"



Mondeo kept failing, but only when Lee provided proof in a picture did Ford act

Picture worth 1,000 words for faulty Ford

■ Photographic evidence helps owner settle dispute over Mondeo

AE Martin Saarinen

WITH so much technology on cars, it's not uncommon for them to develop faults. However, it's rarer for them to remain unresolved by the manufacturer.

That was the frustrating situation Lee Lloyd of Cwmparc, South Wales, found himself in when his new Ford Mondeo went into 'limp mode' four times within its first month of ownership.

"I called the guys at my garage, Days Haverfordwest, but when I took the car in it was fine," Lee told Auto Express. "Once, I was able to drive the car to the garage in limp mode, and when the guys plugged it in, the computer found no faults."

Lee called Ford and asked for a replacement vehicle, but as no faults were found, he was left with his word against the maker's. So he contacted Auto Express for help.

We advised him to take pictures when the problem struck, which we handed on to Ford. With hard evidence, it was able to see there was something wrong with the car.

Its spokesman said: "On receipt of customer images of the fault reoccurring, Ford was happy to action an exchange and a replacement vehicle. Exchange is the last resort in these cases, but on this occasion Ford was happy to buy back the car to halt the issues our customer was having." Lee was thrilled, saying: "Thanks for getting involved. It really helped."



LEGAL EXPERT

Joanne Lezemore
Solicitor
www.consumer-genie.co.uk

■ If you put down a deposit on a car and the next day find a better deal, can you go back and demand a refund? The answer, in most cases, is no.

Many consumers believe that when you buy goods, whether that's a car or from a shop, there is a period of time where you can change your mind and take the goods back or cancel the contract and obtain a full refund. But that's not the case.

With a deposit, you're entering into a contract, and there's no legal right for you to change your mind. That's unless there's a contractual right to cancel within a set time – and this can be as short or long as the trader wishes.

In most cases, even if you've agreed to pay by finance and there's a cooling off period for the finance agreement, or the finance is refused, you're still bound to the contract for purchasing the car.

Don't think the amount that can be claimed is only the deposit, either. In reality, the trader can look to you for loss of profit, which will likely exceed the deposit. It's rare, but it can happen.

So, if you're thinking of buying a car, remember that unless you agree otherwise, you can't change your mind once the agreement to purchase has been made, and that can be verbally or in writing.

Useful Contacts

www.autoexpress.co.uk

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

Legal

AA: 0906 010 1300 (p)
RAC: 0870 5533 533 (m)
Which?: 01992 822 800
Consumer Direct:
0845 404 0506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections

AA: 0800 085 3007
RAC: 0800 085 2529
Technical advice
AA: 0870 606 1619 (m)
Driving licences
DVLA: 0300 790 6801

Car registration/history

HPI: 01722 422422
AA: 0800 316 3564
DVLA: 0300 790 6802
RAC: 0800 975 5867
Traffic information
AA: 0900 3 401100 (p)
RAC: 0900 3 449999 (p)

Problems with dealers

Motor Codes:
0800 692 0825
Consumer Ombudsman:
www.consumer-ombudsman.org
RMIF: 0845 839 9205 (m)
Scottish Motor Trade Association: 0131 331 5510

Problems with makers

Motor Codes:
0800 692 0825
Financial problems
Financial Ombudsman:
0800 023 4567
Safety concerns/recalls
DVSA: 0300 123 9000



Inbox What do you think?

Contact **Martin Saarinen**

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Write to: Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

HOT TOPIC Jaguar's new XF

FROM: Phil I LOVE the XF's understated looks, both inside and outside. It has more charisma and character than any of the latest offerings from Audi or BMW. The performance from the impressive diesel range will no doubt make the XF a class leader.

FROM: Richard Gooch AS a current XF owner, I'm not impressed. The interior feels too plain, and it lacks the opulence of the new Mercedes E-Class. The rear lights look too clumsy as well. I'd have preferred it if they'd been styled after the F-Type. Room for improvement, I think.



NEW LOOK
XF gets a fresh design inside and out, but not all readers are keen

Join the debate at www.autoexpress.co.uk

■ "I'm surprised to hear Jaguar isn't offering the 2.0-litre four-cylinder petrol engine in the new XF. I always liked it." **Mr. B1G**

■ "The interior is a definite step back from the previous one. Not sure about the diesel engines, either." **Michael Palmer**

■ "I'm looking forward to trying that 296bhp diesel version. With 700Nm of torque it puts my current one to shame." **LukazOr**

Emissions exemption boosts congestion

FROM: Pete Morris WHY are electric and low-emissions cars Congestion Charge exempt? Congestion has nothing to do with emissions. I think the exemption makes things worse as it incentivises the purchase of low-emissions vehicles that will populate the zones.

Tax supplement to hit premium brands hard

FROM: Derek Johnson I'M surprised there hasn't been more uproar concerning the £310 supplement for cars priced above £40,000 from 2017. I think this is going to blow back on premium European car manufacturers. It's as if budget car makers had their hands in the policy.

Giulia to prove Alfas more than pretty face

FROM: Nik Crosthwaite I COMPLETELY agree with comments made about the Giulia in Issue 1,382. Alfas have always been bought with the heart, while their German counterparts are a more reliable choice. It takes time to build a good reputation to accompany the looks, and I think Alfa is finally on the right path.

Driver aids are more a hindrance than a help

FROM: Mike I AM concerned technology enhancements in the name of safety are having the opposite effect. Automated braking can reduce driver involvement, and with the added distraction of Internet connections in cars, I fear drivers will be even more careless behind the wheel. Safety starts with awareness.

www.autoexpress.co.uk

Special Issue 25



THE BEST OF BRITISH



FORD FACTORY TURNAROUND



Ken Gibson

mail@autoexpress.co.uk

AF FORD is Britain's top-selling car company, but things have changed dramatically for the auto giant's UK operation. While the Fiesta and Focus are consistently our two most popular models, many owners don't realise that Ford stopped making cars in this country back in 2002.

In fact, the blue oval brought the curtain down on vehicle production completely after 103 years in the UK, when it closed its Transit van plant in Southampton in 2014. At that point, Ford had built a staggering 24,803,311 cars and vans in Britain since a Model T rolled off its Old Trafford factory production line in Manchester in 1911.

At its peak in 1979, 76,548 people were on Ford's UK operations payroll. Today the firm is still a major employer, but the numbers have been reduced to 14,230 – although the car giant also indirectly supports a further 70,000 British jobs. It remains committed to the UK and continues to invest heavily, currently spending £1.5 billion over a five-year period that will result in 300 new workers being hired in the coming months at its Dagenham plant in Essex.

Nowhere sums up the changing face of Ford better than this facility, which in the sixties employed 40,000 workers making 340,000 models a year, with a new car rolling off the line every 40 seconds. Today, it's engines, not cars, coming down the conveyor: one is made every 27 seconds, underlining the fact that Dagenham remains a melting pot of activity.

Mind-blowing

Engines are at the heart of Ford's UK operations, with Dagenham now the global nerve centre for building diesels for the US car giant. Indeed, Ford's engine plants here and at Bridgend in South Wales have produced a mind-blowing 61.7 million motors over the past 30 years. More than half of the diesels fitted to Fords globally are made at the Essex site.

Three gigantic wind turbines now dominate the local skyline. They provide clean electricity to power the plant, part of the company's commitment to environmentally friendly manufacturing. The image of Dagenham as Britain's most notorious car plant, living in the strike-ridden past, has been replaced by a state-of-the-art factory that produces 2,100 engines every day.

One worker who's witnessed first-hand the renaissance of Dagenham is 62-year-old Eddie Musy. He's worked at the plant for 42 years, starting on building the Granada in 1973. He recalls the 'bad old days' in the seventies, when strikes were eating away at the entire British motor industry. He says: "I can remember being on strike for nine weeks once, and on another occasion we were on strike over Christmas. There was always a cloud over Dagenham."

But Eddie, who now works on crank seals, is much happier talking about the plant's transformation: "The people who work here today are much happier and more confident about the future. We're much more involved, and that gives you more job satisfaction. We are working in a hi-tech factory producing world-class engines."

David Hall, 55, is another worker who's experienced the good and the bad at Dagenham, starting his career 36 years ago fitting steering wheels to the Cortina. He's now the senior supervisor at Ford's rail terminal at the plant, which sends engines all over the world. "Back in the seventies it was very much a 'them and us' atmosphere," he recalls. "But the place has been



COMMITTED

David started his Dagenham career 36 years ago, and has seen some amazing changes



MADE IN

"It was very much 'them and us' in the seventies. But the place is transformed now. Ford's invested in the plant and in people; the improvement is dramatic"

DAVID HALL Ford rail terminal senior supervisor

transformed now. Ford's invested both in the plant and in the people, and the improvement has been dramatic."

This enthusiasm for the transformation is shared by the plant's assistant manager, Chris Woolacott, who started as an apprentice at Ford's Bridgend factory in 1980. "When I started, the factory was dark, dirty and noisy," he explains. "Now it's a different world, and a far better environment to work in, because we're continuously investing in the plant and in training our people to make the plant more efficient.

"We're competing against and beating Ford plants across the world to win new engines. Everyone here recognises just how competitive our industry is. The relationship between management and workers has improved remarkably." Ford's other engine hub at Bridgend has also been prolific, producing 19 million petrol engines over the past 35 years. Today it builds award-winning EcoBoost petrol engines.

Ford may have scaled down its UK operations, but Britain is still a key location for it. Apart from the global Centre of Excellence for diesels, the brand's Dunton Engineering Centre, also in Essex, is at the hub of developing the latest Fords. Over 3,000 highly skilled engineers are fine-tuning the components and parts that continue to keep the firm on top.

And with 177,150 cars bought in the first six months of 2015, and the Fiesta and Focus first and third in the UK new car sales charts respectively, Ford still leads the way as the nation's favourite transport.

PAGE 28: VAUXHALL BLUEPRINT

How Ellesmere Port has set standard



"The factory was dark, dirty and noisy. Now it's a different world, and far better to work in, because we're continuously investing in the plant and in training our people"

CHRIS WOOLACOTT Assistant manager, Dagenham



WORLD LEADER
Our man Gibson (left) meets the skilled men and women who keep plant at forefront of engine tech – and brings together Fiesta powered by modern diesel with classic model built at site



Pete Gibson

IN DAGENHAM

Latest in our series looks at how Ford's Essex plant has turned its back on its strike-ridden past to become a world-leading engine factory





VAUXH

Home



Ken Gibson
mail@autoexpress.co.uk

AE ELLESMORE Port is the Vauxhall factory that's given the rest of the auto industry the blueprint for how to run a successful modern plant. When management and workers reached a groundbreaking agreement in 2012, it not only won the Cheshire site the next-generation Astra, but – more importantly – it probably saved Vauxhall from extinction.

US owner General Motors had decided to shut one of three European factories that were competing to win the contract to build the new Mk7 family car. If Ellesmere Port had lost the battle, GM would've closed the plant with the loss of more than 2,000 jobs. Without it, Vauxhall would have been left with just one manufacturing facility – its Luton site in Beds (see panel, right), making vans only.

The agreement came at a price for the Vauxhall workers, who conceded to take both a two-year pay freeze – which ended earlier this year – and new working flexibility. Such terms were previously unheard of in the car industry.

These negotiations were led by 65-year-old John Cooper, the plant's longest-serving employee and convener for the Unite union. He played a key part in constructing and securing the deal that saved the plant; one that's been copied by other manufacturers across Europe. He tells Auto Express: "We had to make unpalatable decisions and give

concessions including a pay freeze, but the reality was that we guaranteed the future of more than 2,000 workers, plus 7,000 in the UK supply chain. We delivered a benchmark agreement, and a legacy for management and unions working together to produce a more efficient company."

John's lifetime career at Ellesmere Port has in many ways mirrored the seismic changes that have taken place in the UK car industry over the past 30 years. "When I started in the seventies, this plant employed 12,500 people," he says. "Back then, it was much more about manufacturing and far more labour intensive – we had hardly any robots. It was a lot more physically demanding work."

And he's seen a real swing in the 'them and us' attitudes and conflict between management and unions. "There's now a greater desire to resolve issues. We now have management who are 'people' persons. Instead of telling workers what to do, they now listen and discuss. There's been a sea change and that's the difference."

John sees his convener role as clear: "We've secured this factory until 2020, and we must secure it for the generations to come after that." Those will include his son Steve, 47, and his grandson Jack, 20, who work at Ellesmere Port. The Cooper family is one of many in the area whose livelihood has depended on the plant for more than 50 years.

Steve's worked his way up to be a Kaizen team leader, whose job is to find the constant improvements that keep

"We work faster than any other car plant, and we're hitting quality targets we've never been at"

JAMES CRAIG Assistant plant director (right)

Ellesmere Port ahead of its rivals. He says: "In the past, the plant was very inefficient, with a lot of waste. Now, Ellesmere Port is a very lean plant, and the workers are playing a key role because we get a lot of ideas from those on the line. We're now maximising the talent we have. People are a lot more responsive, and the job is a lot more rewarding."

He adds that after the pain of going through a pay freeze, workers can now see the light at the end of the tunnel. "We have the new Astra, which is the best car we've ever built at the plant, and we have a secure future."

The job security was one reason his son Jack's followed him and is starting the fourth year of his apprenticeship in tool making. Jack explains: "There are real opportunities, and I have the chance to learn a trade. There is a great atmosphere, and everyone's very happy with the Astra."

Jamie Craig, 49, has worked his way from apprentice to boss of the Final Assembly Plant, and he has no doubt of the importance of winning the new Astra: "It was the difference between life and death for this plant. We'd have

ALL Ellesmere Port
of the Astra

THE BEST OF BRITISH

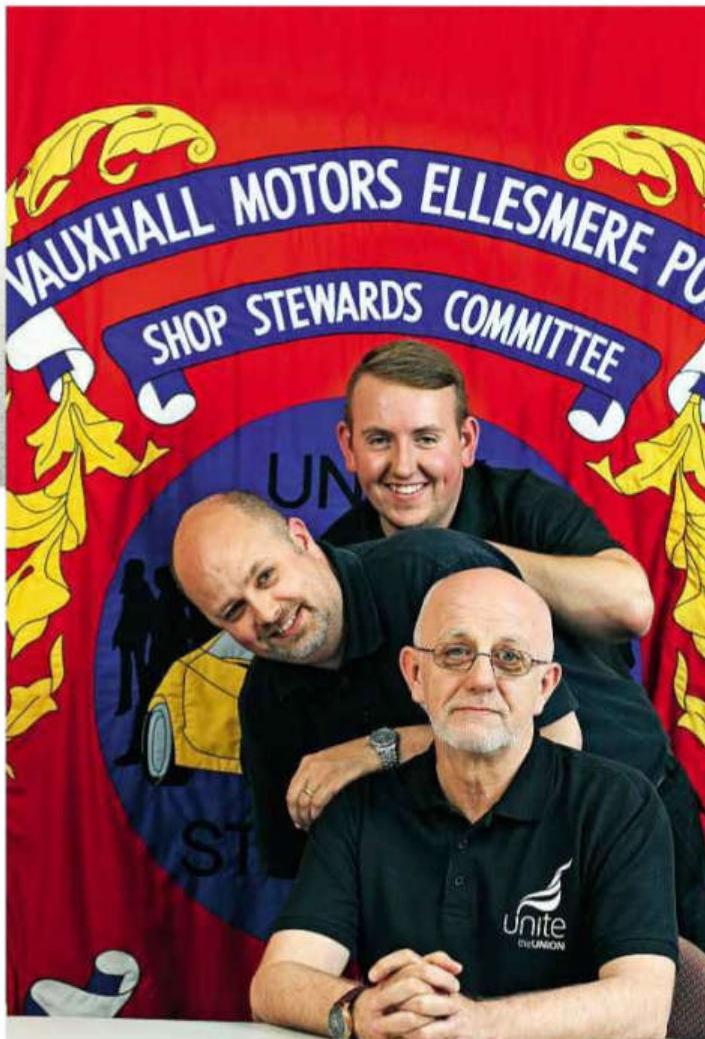
VAUXHALL FIGHTS BACK

Factory's given rest of auto industry a blueprint
for how to run a successful modern car plant



WORLD BEATER

VAUXHALL'S ASTRA PLANT SETS STANDARD



"We've secured this factory until 2020, and we need to secure it for the generations to come"

JOHN COOPER Plant's longest-serving employee and convener for Unite union



XXXXXX

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Ellesmere Port has enjoyed a turnaround, too, and thanks to the determination of workers and management it's gone from brink of closure to industry leader – and saved Vauxhall

Luton's reinvention

LUTON used to be the thriving hub of the Vauxhall empire in the UK, at one stage employing over 40,000 workers building famous models such as the Victor and Cavalier.

Yet the site's been dramatically downsized since car production stopped with the end of the Vectra in 2002. Today, it's reinvented itself as a thriving van plant, but the workforce has been reduced to 1,200. It's not all bad news, though; this year's brought 250 extra jobs.



closed without it." He has no doubt why Ellesmere Port won the Astra, either, adding: "We work faster than any other car plant, and we're hitting quality targets we've never been at. We have very professional and capable people working here, and new leaders who've upped the ante."

That's a view supported by plant director Stefan Fesser, who tells us: "We have an outstanding plant because of the people. We have a very skilled workforce who have the right skill set and motivation, and we all work together."

But perhaps the assistant plant director Mike Thomas, a Canadian who's worked for General Motors in locations all over the world, best sums up Ellesmere Port when he says: "This plant is setting the benchmark for flexibility and professionalism. This is a winning plant."

Visit autoexpress.co.uk for the latest new cars and drives**TUCSON HITS UK**

Stylish new Hyundai crossover arrives in Britain, and we drive it.

**Matt Robinson**

AF FOR many a year – and through different generations – BMW's 7 Series has tried and failed to match Mercedes' S-Class. It's now 38 years to be precise, and with this latest sixth-generation model, we think the company could finally have achieved its aim – this is one of the finest big saloons we've ever driven.

The exterior looks are merely a modest evolution of the outgoing car's. It's neither ugly nor out-and-out beautiful; the large kidney grilles and plain flanks are among the less impressive design details, but the tidy light clusters and sculpted bonnet which now closes flush to the front of the car add more appeal.

However, the interior is a different story; it's sensationally good. The quality is first-rate wherever you look (Adrian van Hooydonk, BMW's design chief, proudly stated that there is no black plastic whatsoever on show inside) and, crucially,

BMW 7 Series

FIRST DRIVE Luxury flagship is set to give S-Class a run for its money

it is spacious and opulent, even in the regular-wheelbase model we drove. Go for the long-wheelbase version instead, and rear legroom increases by a huge 140mm. However, alongside this the weight of the car also climbs by 45kg, and this in turn has a punitive effect on both economy and emissions.

Standard equipment is as generous as you'd expect, and includes air-suspension with Dynamic Damper Control (DDC), gesture recognition and head-up display across all models. But it's the options list that makes for the most jaw-dropping reading. This BMW can, with the right

extras, park itself, display ambient lighting in the twin 'Sky Lounge' panoramic sunroofs, massage, recline, heat and cool the rear-seat occupants. It can also run semi-autonomously with a driver assistance package, illuminate the road ahead with laser lights and incorporate a tablet control function screen for rear-seat entertainment.

A further option is xDrive all-wheel drive, available at cost on the 730d/Ld and 740Le models, and standard fit on the range-topping 750i/Li – but this also brings a 70kg weight penalty. And that undoes the 'Carbon Core' lightweight

build ethos, borrowed from the BMW i3 and i8 EVs, that has seen up to 130kg shaved from the old car's specification. So, stick to a rear-drive, regular-wheelbase version like our test 730d and you'll end up with a stunning machine.

It has excellent sporting credentials for a limousine, something that the 7 has always had over rivals, but that dynamic prowess doesn't come at the expense of comfort. The 730d's mighty 620Nm makes a mockery of its 1,755kg kerbweight, while the eight-speed Steptronic auto is seamless, the brakes are faultless and the body control on the

**NEED TO KNOW**

Tyre and engine noise barely make it to cabin, ensuring 7 Series is incredibly relaxing to drive



34

MINI ONE FIVE-DOOR

Entry-level model gets punchy 1.2-litre turbo. So is it a winner?

36

LANDIE DOUBLE

Behind wheel of fleet-focused Discovery Sport, plus £61,000 Defender.

38

FORD FOCUS ST

Mountune tweaks give hot hatch 271bhp. We see if they're a success.

40

VAUXHALL VXRS GTS

Has new paddleshift auto transformed Vauxhall's 576bhp muscle car?

**NEED TO KNOW**

Rear legroom on regular-wheelbase model is generous, but opt for long wheelbase and it increases by 140mm



Interior quality is top-class with no black plastic; laser lights available from options list



air-suspension is marvellous. The steering is a little light for our tastes, no matter what mode it's in, but it is at least faithful and direct, which makes the BMW an absolute pleasure to drive when you want to press on.

However, the truly world-beating display from the 730d comes when cruising. Aside from very mild wind noise around its heavily stylised exterior door mirror mounts (thin blades of metal protruding from the chrome window trim surround), the 7 is serene. Both engine and tyre noise are almost totally absent, while the ride is out of this world – the 7 Series simply floats along without ever introducing jolts and thumps into the cabin.

The new car shows its range in the corner of the fuel gauge at all times, and our test model managed 500 miles-plus from full to empty; and covering every last one of those miles would be a breeze. One word of warning, however – on a mixed test route, we saw 33.2mpg. Motorway cruising did see the figure rise to more like 55mpg and near the official quote, but reckon on a real-world return of between 40mpg and 50mpg.

The starting price for 7 Series ownership is £64,530, while the petrol-fuelled 740Li costs from £72,060. Pick a few choice options on this 730d and you'll be left with an executive saloon that will give the Mercedes S-Class a real run for its money. The latest 7 Series really is absolutely excellent in every respect.

Essentials**BMW 730d**

Price: £64,530

Engine: 3.0-litre 6cyl turbodiesel

Power: 261bhp

Transmission: Eight-speed Steptronic auto, rear-wheel drive

0-62mph: 6.1 seconds

Top speed: 155mph

Economy: 62.8mpg

CO₂: 119g/km

ON SALE Now

PRACTICALITY Cream leather interior adds to luxury feel. Impressive options list includes heated and cooled rear seats, plus massage and recline functions



TRANSMISSION Eight-speed auto delivers smooth changes to make most of diesel engine's torque. iDrive dial accesses menus on huge dash screen

**Verdict**

TRYING to knock the S-Class from its perch has to be one of the most difficult challenges in the game, but the new 7 Series will give it a good go. BMW has built a model which can finally stand up to the Mercedes. It's relaxing and lavishly kitted out – for those sitting in the front as well as the back – ensuring execs will have a real decision to make when choosing their next luxury limo.



Essentials

Hyundai Tucson 1.7 CRDi

Price:	£22,795
Engine:	1.7-litre 4cyl turbodiesel
Power:	115bhp
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	13.7 seconds
Top speed:	109mph
Economy:	61.7mpg
CO ₂ :	119g/km

ON SALE Now



CABIN SE Nav models such as our test car will make up the bulk of sales, and come with heated seats and eight-inch touchscreen with nav. Top-spec Premium SE gets ventilated seats and a panoramic roof. There's plenty of room in rear for adults

PRACTICALITY The Tucson is more spacious than a Nissan Qashqai thanks to a 513-litre load area, and also features stowage beneath the boot floor. The high roof and longer wheelbase mean the model feels spacious throughout

xxxxxx



Horizontal, clutter-free dash adds to interior's sense of space; manual's change is smooth and weighty



Jonathan Burn

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AF HYUNDAI'S new Tucson is not only a car with some big shoes to fill – replacing the popular ix35 – but it's also one with a huge amount of expectation on its shoulders.

Tempting buyers away from Nissan's accomplished Qashqai and Mazda's sleek CX-5 would be a tough enough ask on its own. However, following on from a car that accounted for more than 20 per cent of the brand's sales last year, as well as enticing a new breed of customer with a renewed focus on style, is a daunting task for any newcomer.

We've been behind the Tucson's wheel before, having sampled high-powered petrol and diesel models. Those are likely to make up only a fraction of overall sales, though. Driven here, and in the UK for the first time, is the expected best seller – the 115bhp 1.7-litre diesel with a six-speed manual box.

The engine is one of the few adopted components from the ix35, but it's been tweaked to meet strict Euro 6 emissions. A glance at the specs immediately confirms it

as the stand-out option for family buyers, being the most efficient and cleanest in the range by some way – 119g/km and 61.4mpg – as well as decent value for money, from £20,195 in entry-level S trim.

Our SE Nav bumps that up to £22,795, which buys an eight-inch touchscreen with sat-nav, heated seats, reversing camera, alloys, air-con and Bluetooth. A like-for-like Qashqai may promise 70mpg and emit only 103g/km of CO₂, but if you want to match the Tucson for kit inside, you'll have to fork out a further £1,000.

On the move, a sacrifice you have to make for economy is a lack of pace. For the most part, power is fed smoothly and cleanly to the front wheels – there's no 4WD option on the 1.7 – with the engine only beginning to feel strangled above 3,000rpm. The 13.7-second 0-62mph time feels like an unfair reflection, as the 270Nm of torque helps to

maintain a decent enough pace, coming in at only 1,250rpm. But even Hyundai has admitted that image and style have been prioritised over performance.

It's clear, even from the outside, that the Tucson has benefited from having a talented stablemate in the shape of the larger Santa Fe. Slightly softer and curvier panels are its distinguishing features, but the bold grille and rising shoulder line inject some attitude, giving the Tucson vital showroom appeal which sets it above the Qashqai and Ford Kuga in the style stakes.

You'll have to step up to the new 2.0-litre diesel if you fancy an auto, but the standard manual's smooth and weighty change means it's an unnecessary option. The way the Tucson rolls down the road makes it feel very much like a more compact Santa Fe.

Hyundai even spent time in the UK developing the Tucson specifically for

"It's clear that the Tucson's benefited from having a talented stablemate in the shape of the Santa Fe"



Hyundai

FIRST DRIVE We try 1.7 CRDi

NEED TO KNOW

Tucson badge was last seen on a Hyundai back in 2009





dai Tucson

7-litre diesel version of new crossover that promises to be range's top seller



Performance
0-62mph/top speed
13.7 seconds/109mph



Running costs
61.7mpg (official)
£68 fill-up



Practicality
Boot (seats up/down)
513/1,503 litres



our roads, and it shows. It never feels fazed by our rutted tarmac, with the retuned springs and dampers absorbing bumps admirably, while a stiffer body structure than the ix35's means exceptionally neat body control, adding to the composed nature with which the Tucson covers ground.

Back inside, the cabin feels more spacious, too. The horizontal dash adds to the sense of space, while the logical and clutter-free controls and buttons eclipse the Kuga's when it comes to ease of use.

However, while it looks good, some of the plastics are rather questionable and detract from the premium image. We have fewer complaints over practicality, however. The boot opening is wide and low, and serves up 513 litres of space, trumping that of all close competitors.

Fold the rear seats into the floor and that figure rises to 1,503 litres, while the taller body and longer wheelbase over the ix35 provide plenty of rear space for three adults.



Auto Express Verdict

HYUNDAI'S done more than merely add some style to its product portfolio with the Tucson, which was the brand's immediate priority. Its mini-SUV proportions will shine in a sector which shows no sign of letting up in terms of demand, while a composed drive, supple ride and plenty of space make it a thoroughly recommendable crossover. Add in a five-year, unlimited-mileage warranty, and the Tucson covers all the bases any family could ask for.



Steering is direct and there isn't much body roll, so the MINI handles well



Essentials

MINI One 5-door

Price: £14,565

Engine: 1.2-litre 3cyl turbo

Power: 101bhp

Transmission: Six-speed manual, front-wheel drive

0-62mph: 10.1 seconds

Top speed: 119mph

Economy: 58.9mpg

CO₂: 108g/km

ON SALE Now



TECH Our car's 6.5-inch colour display is optional, although it opens up a host of connectivity options, such as USB and smartphone app integration



PRACTICALITY The 278-litre boot is smaller than a VW Polo's, and while five-door MINI obviously aids access to rear, the back doors don't open wide



KIT Our test car's 15-inch alloys are a £300 option; the One comes with steel wheels as standard. All models get air-con, DAB, Bluetooth and electric windows

Verdict

THE One is no longer the weak link in the MINI range. With a new turbo petrol engine, it's more refined and punchy than you'd expect from a base model. It's also efficient and fun to drive, yet keen drivers would still be better served avoiding some of the options and spending £1,500 on the livelier Cooper. If you can live with the slightly awkward styling, we'd favour the five-door's extra flexibility, too. But don't go expecting the practicality of the best superminis.



MINI One 5-door

FIRST DRIVE Punchy petrol engine gives entry-level model a boost



Lawrence Allan

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AS the entry point into MINI ownership, the One has often been overlooked due to its less powerful engines and shortage of standard kit for a premium-priced car.

To answer part of that, the brand has slotted in a new 1.2-litre turbo petrol engine that brings extra punch, more flexibility and improved emissions, sampled here in the more practical five-door body. Like the 1.5-litre engine found in the Cooper, the smaller 1.2 turbo is a zippy three-cylinder.

Fire it up, and as you begin to roll away, you'd be hard pressed to tell the One apart from the Cooper. The engine is very refined for a three-cylinder, with no real vibration at idle. It also pulls smoothly from 1,500rpm thanks to 180Nm of torque. It's silky smooth to rev out, with a pleasingly muted growl right to the red line. It even features the same rev-matching tech as the Cooper to ensure smoother downchanges, too.

The new engine makes the MINI One more enjoyable to drive than before, but it's still not that quick. A 0-62mph time of 10.1 seconds is only two-tenths down on the three-door model's figure, yet it isn't quite enough to make the most of the agile chassis. Overtaking requires a bit of planning, and despite the car's emphasis on being fun to drive, you sometimes find yourself wishing for the Cooper's extra grunt.

Official fuel economy is ever so slightly down over the 1.5's (58.9mpg vs 60.1mpg); although in real-world driving, you're unlikely to notice much difference.

Nevertheless, the One remains an entertaining car to drive, with direct



Smart interior is logically laid out, with usual retro dials and toggle switches

steering, eager turn-in and minimal body roll. It rides well, too, partly down to the smaller 15-inch wheels and chunkier rubber, yet tyre roar is an issue at high speeds.

Inside, it's difficult to tell the difference between the One and the £1,500 pricier Cooper. Granted, our test car came with the optional half-leather sports seats and the 6.5-inch infotainment display, but the standard car is still classy, characterful and well put together. The five-door adds

£600 to the list price, but we'd recommend it as it makes the MINI more versatile.

The opening is narrow, but there's 72mm more rear legroom and 50 litres more boot space thanks to the longer wheelbase. It's no Honda Jazz, but the MINI can finally be considered by small families in need of extra space. The only downside of the five-door layout is the slightly odd exterior proportions it brings, as it looks a little frumpier than the sleek three-door.

NEED TO KNOW

One undercutts the mid-range Cooper by £1,500, while this five-door model commands a £600 premium over three-door





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SUV remains refined on the move, yet engine has to be worked hard to perform

Pete Gibson

Land Rover Discovery Sport

FIRST DRIVE New e-Capability model is greener, but at expense of brilliant auto and practicality



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WE'RE already familiar with Jaguar Land Rover's brilliant new 178bhp 2.0-litre Ingenium diesel in the Land Rover Discovery Sport, as well as in the Jaguar XF (tested on Page 80). But to widen our Compact SUV of the Year's customer base, particularly on the fleet market, a detuned 148bhp e-Capability model has been launched. We've driven it.

This car is designed purely to appeal to company car drivers looking for low tax bills and maximum fuel efficiency, so it has 50Nm less torque as well as 30bhp less power. But the e-Capability's sacrifices extend beyond that.

To get CO₂ emissions below 130g/km, Land Rover has had to cut weight, so it's ditched the third row of seats. Lightweight 18-inch alloy wheels wrapped in low-rolling-resistance tyres have been added, as has a six-speed manual gearbox in place of the slick nine-speed auto. Aside from the unique rims, the only obvious visual change is the blue Sport badge on the bootlid.

The tweaks mean the e-Capability claims 57.7mpg economy and 129g/km emissions, beating the standard car's 53.3mpg and 139g/km. So it's one tax band lower, and down two Benefit in Kind percentage points (23 per cent vs 25 per cent).

However, in reality, the day-to-day cost advantages are likely to be small. What's

more, its efficiency is matched by the most frugal Mercedes GLC 220d – and that's more than three seconds faster from 0-62mph.

From a standstill, the Discovery Sport never feels sluggish, but you soon realise you're driving around using more throttle than you would in the more powerful car. Still, the clutch is light and the long-throw gearbox is precise and accurate.

Get up to speed, and this eco model is no less refined than the 178bhp version, feeling calm and composed at 30, 50 and 70mph. However, put your foot down in sixth, and where the auto swiftly drops a couple of gears, the manual is left trailing. The car picks up speed when you change down to fourth, but it all feels more laborious than in the slick-shifting auto.

Prices for the entry SE model start from £30,695, and all cars get four-wheel drive, making this the cheapest Discovery Sport on sale. However, at £35,395, our HSE begins to look expensive. Standard kit includes the individual 18-inch wheels, an 11-speaker DAB stereo, leather seats and a swish panoramic roof, while interior quality is solid across the range – save for the slightly old-fashioned infotainment graphics.

Yes, it's a top-spec model (HSE Luxury isn't available on this eco version), but just £305 extra buys the more powerful 178bhp Discovery Sport in SE Tech trim with the brilliant nine-speed auto. When push comes to shove, that's what we'd go for.



NEED TO KNOW
The e-Capability Discovery Sport is only available with a six-speed manual gearbox

Essentials

Land Rover Discovery Sport TD4 e-Capability HSE

Price:	£35,395
Engine:	2.0-litre 4 cyl turbodiesel
Power:	148bhp
Transmission:	Six-speed manual, four-wheel drive
0-62/top spd:	11.7 secs/112mph
Economy:	57.7mpg
CO ₂ :	129g/km

ON SALE Now



EQUIPMENT All e-Capability models come with these 18-inch alloys, as well as blue badging on the bootlid, but otherwise they look much like any other Discovery Sport



PRACTICALITY Roomy rear seats are as far back as you can sit in this car, as Land Rover has ditched third row to save weight. The boot is generous, though, with up to 1,698 litres of space



Auto Express Verdict

WHILE the frugal e-Capability is slightly cheaper to run than other versions, the Discovery Sport is a premium package that works far better with the slick auto box. Ditching the rearmost seats also removes a crucial benefit, so unless you're a company car driver dictated by running costs, we'd go for the standard 178bhp Ingenium diesel with an auto, and sacrifice this pricey HSE Luxury trim. SE Tech is well equipped and only costs £20 more per year to tax.



Land Rover Defender

FIRST DRIVE Autobiography special edition celebrates 4x4's luxury side in style



Essentials

Land Rover Defender Autobiography

Price:	£61,845
Engine:	2.2-litre 4 cyl diesel
Power:	148bhp
Torque:	400Nm
Transmission:	Six-speed manual, four-wheel drive
Economy:	27.7mpg
CO ₂ :	266g/km

ON SALE Now



NEED TO KNOW

Only 100 examples of the Defender Autobiography will be sold, making it the rarest of the Celebration Series



EQUIPMENT Standard kit is generous, with plush leather seats, deep-pile carpets and a premium Alpine stereo system, while LED headlamps are a hi-tech addition



PRACTICALITY Back seats fold away, so you can either carry passengers or big loads, yet you're limited to what you can fit through the narrow side-hinged back door



Auto Express Verdict

LAND Rover's trio of Defender specials should cater for every kind of fan of the original 4x4. While the top-spec Autobiography is double the price of the Heritage Station Wagon, the hand-finished interior and striking looks are sure to make it a sell-out.



a two-tone paintjob, gloss-black wheels with chunky Goodyear off-road tyres, aluminium-finished door handles and fuel filler cap, tinted rear windows, silver running boards and bright LED headlamps.

Climb into the cabin, and while the cramped driving position remains, some of the pains of driving the Defender are eased by the plush, heated leather seats. There are more aluminium trim pieces inside, while hand-finished leather is added to the dash, headlining, doors and central armrest cubby.

Deep-pile carpets provide further comfort, and a premium Alpine stereo with a meaty subwoofer bolted to the back of the armrest rounds off the upgrades, although the face-off head unit does seem a bit old-hat.

Under the bonnet, the 2.2-litre diesel has been uprated to 148bhp with 400Nm of torque, but while the Autobiography model is faster than the standard Defender, it's not quick. The driving experience is no different, either, with heavy steering, a large turning circle, a six-speed box that needs a bit of force to shift and a ride that bounces you out of your seat over speed bumps.

However, despite all of the car's negatives, including the eye-watering £60,000-plus price tag, the Defender Autobiography's character and charm draw you in like no other model on sale. The combination of design and detailing that wouldn't look out of place in Chelsea and first-rate off-road ability means it's the ultimate in 4x4 style with substance.



Essentials

Ford Focus ST Mountune

Price: £1,195 excl. fitting, Focus ST from £22,495

Engine: 2.0-litre 4cyl turbo

Power: 271bhp

Transmission: Six-speed manual, front-wheel drive

0-60mph: 5.7 seconds

Top speed: 154mph

Economy: 41.5mpg (standard car)

CO₂: 159g/km (standard car)

ON SALE Now



Otis Clay

Ford Focus ST Mountune

FIRST DRIVE Tuner ups power to make hot match even more appealing



Sean Carson

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@Carson_ontcars

AF If you're a fast Ford fan and simply can't wait for the new Focus RS mega hatch, then you're in luck. Ford tuner Mountune has fettled the new Focus ST to give it even more performance than the standard car.

While it might not boast the RS's 345bhp engine and four-wheel-drive system, there's still a lot to like. Instead, the ST's standard 2.0-litre turbo four-cylinder petrol unit has been tweaked to produce 271bhp and 400Nm of torque, which is 24bhp and 40Nm up on standard. It has a big effect, cutting the 0-60mph time from 6.5 to 5.7 seconds, while boosting in-gear acceleration, too.

However, with a significant amount more torque coming in much lower in the rev range, when the Mountune's turbo gets going it delivers a great dollop of drive to the front wheels – resulting in some rather unruly torque steer.

The steering wheel wriggles and writhes in your hands when accelerating hard over poor road surfaces. Tread a little more softly on the accelerator and it's more manageable, but it's a shame using all of the power on offer can corrupt the sweet chassis. Just like the regular Focus ST, the steering is sharp and the suspension firm, so although the uncompromised ride can seem on the hard side at times, when you want to drive this Ford fast, it stands up well to the punishment.

The body control is solid, and the ST rolls just enough in corners to work its tyres, giving extra grip, and lots of feedback to the driver. A light and precise six-speed manual gearbox really puts you at the heart of the driving experience, too, while the snort



Cabin is typical Focus ST fare. Recaro seats fitted in the front; rear space is adequate



from the engine means there's a suitable soundtrack to go with the speed.

Mountune's big bodykit and decal pack is optional, so you can keep your ST looking a little more stealthy and understated if you don't like the look of our test car. In contrast to the exterior, only some discreet badging inside hints that you're in a Mountune ST – the Focus' basic recipe is the same, which means some extra dials on top of the dash and a pair of Recaro bucket seats.

The engine sounds a little more vocal, with the turbo's plumbing delivering some audible flutters and whooshes on the move. But it's still refined at motorway speeds – and that's the biggest benefit of this conversion: it's so easy to live with. The £1,195 kit comprises a new intercooler for the turbo along with an upgraded air filter and a retuned ECU, but it doesn't invalidate the standard Ford warranty.

PRACTICALITY

Ride is firm, but

standard car's roomy cabin and 316-litre

boot remain to help keep practicality

strong – if a little off the best in class



PERFORMANCE If 271bhp isn't enough but you don't fancy the full-fat Focus RS, Mountune also offers a 296bhp package for £2,725

Verdict

MOUNTUNE has done it again, adding a solid hit of extra performance at a bargain price. The fact that it doesn't affect your warranty is a huge draw, but unlike the smaller Fiesta ST with Mountune's performance pack, the Focus' chassis isn't of the same high quality – although that's to do with the base product rather than Mountune's add-ons. If you want to make your Focus ST faster and more focused, look no further.





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Vauxhall VXR8 GTS

FIRST DRIVE Muscle car is now fitted with paddleshift auto transmission



James Disdale

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IF you're looking for some old-school, hairy-chested driving fun, the Vauxhall VXR8 takes some beating. Featuring a muscular supercharged V8 engine, playful rear-wheel-drive handling and vast four-door body, it's a cut-price alternative to the Mercedes-AMG E 63 and BMW M5.

In an effort to further broaden the thunderous VXR8's appeal, Vauxhall has added the option of a paddleshift automatic transmission. The six-speed unit bucks the current trend for sophisticated twin-clutch systems in favour of a traditional torque convertor unit. Yet while this approach isn't exactly cutting-edge, it doesn't affect the way the VXR8 performs – Vauxhall claims the newcomer will blast from 0-62mph in just 4.2 seconds, which is exactly the same figure as the manual version.

However, on the move, the paddleshift version feels a little lazier in its responses than the standard car. The transmission slurs automatic changes smoothly enough and it responds crisply to the steering paddles, but the torque convertor's slipping effect takes the edge off the V8's strong low-speed



response. On the plus side, in manual mode the gearbox allows you to hold on to gears all the way to the engine's red line, and above 3,000rpm the Vauxhall accelerates with the same ferocity as the manual model.

Elsewhere, the infectious character is unchanged – and that includes the thumping, supercharged V8. Boasting 576bhp and 740Nm, plus a bellowing soundtrack, the Chevrolet Camaro-sourced engine is bursting

with muscle car charm. Yet the VXR8 marries genuine chassis sophistication to the engine's old-school approach. Standard magnetic ride adaptive dampers deliver strong body control, while the steering is naturally weighted and progressive, letting you place the big Vauxhall with confidence.

And with its traditional rear-drive layout and thumping torque output, it's easy to tailor the V8's line through a corner using the throttle. Select the car's 'Tour' mode, however, and the suspension softens, resulting in a supple ride. Refinement is good, too. But the car's existing weaknesses remain. The cabin is vast, yet feels cheap and looks garish compared to premium rivals. The same is true of the exterior, with its 'look at me' spoilers, scoops and air vents. Then there are the rather scary running costs.

And it may be a cut-price M5 and E 63 rival, but it still looks expensive at £56,000.

Muscular body includes large rear spoiler



Essentials

Vauxhall VXR8 GTS Paddle Shift

Price: £56,234

Engine: 6.2-litre V8 supercharged

Power/torque: 576bhp/740Nm

Transmission: Six-speed automatic, rear-wheel drive

0-62mph: 4.2 seconds

Top speed: 155mph

Economy: 18.0mpg

CO₂: 373g/km

ON SALE Now



ENGINE Sourced from the Chevrolet Camaro, the 576bhp supercharged V8 delivers storming acceleration in tandem with a bellowing soundtrack



CABIN It can't match BMW M5 and Mercedes E 63 for premium appeal, but interior feels solidly built. Rear seats are spacious enough for adults



PRACTICALITY VXR8's 496-litre boot is smaller than rivals from BMW and Mercedes, but there's still enough luggage room on offer. Net helps to stop items sliding around

Verdict

THE VXR8'S automatic transmission isn't the last word in hi-tech engineering, but it's smooth enough and works well when used in combination with the paddleshifters. However, in a car that's geared towards driver thrills, we'd be inclined to opt for the manual version and pocket the £1,725 difference in price. The saving would certainly come in handy for the fuel bills.





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Essentials

SsangYong Tivoli ELX diesel

Price: £17,250

Engine: 1.6-litre 4cyl diesel

Power: 113bhp

Transmission: Six-speed manual, front-wheel drive

0-62mph: 12.0 seconds

Top speed: 109mph

Economy: 65.7mpg

CO₂: 113g/km

ON SALE Now



PRACTICALITY Interior space is generous, with room for six-footers in the rear. Plus, behind the back seats, the dual-floor luggage area is an optional extra, and reduces capacity if you specify it

EQUIPMENT Our top-spec ELX is great value, with heated leather seats as standard, as well as Bluetooth, touchscreen sat-nav and a rear view camera. It also gets cruise control, keyless start and 18-inch alloys



Decent-quality materials mark out the Tivoli's cabin. Seven-inch touchscreen features on EX models and above, as does leather trim

Kyle Fortune

AF SSANGYONG has surprised everyone with its Tivoli. The Korean brand is more usually associated with big-value, rugged 4x4s that appeal to those needing working vehicles, but adding the compact crossover to its range has allowed it to compete against a growing list of rivals. Key among them is the model that invented this class, the Nissan Juke – and the Tivoli is chasing that car much harder than might have been expected.

The newcomer is defined by a sharp design. Without a strict brand identity to adhere to, SsangYong's designers have had free rein to give the Tivoli its own extrovert look. It's mostly effective, too, even if the car is a touch busy in its detailing. But in this marketplace it pays to stand out. It looks its sharpest in our test model's ELX specification, with rear privacy glass, a back spoiler and diamond-cut alloy wheels, although you don't have to spend top-spec money to get a long equipment list.

Even the entry-level SE comes with 16-inch alloys, LED daytime running lamps, LED tail-lights and body-coloured door

handles. So, the Tivoli is a great-value proposition, and there isn't even the usual compromise to be made for such exceptional levels of kit, as the cabin's finished well in decent-quality materials.

EX spec and above get leather trim and a seven-inch touchscreen as standard. Start exploring out-of-sight areas and you'll find the odd hard plastic finish, but that's true of the Tivoli's rivals – and the interior is comparable to the best of its competitors'.

What is also apparent over and above the cabin's decent feel and look is the space on offer: there's loads of it. The interior is among the most generously proportioned on the market. There's room for one six-footer to sit behind another comfortably, and while the middle rear seat is a bit tight on shoulder room, a nearly flat floor means good foot space. The boot is deep, too, although unlike with most rivals you have to pay extra

for an additional raised floor. Shame it comes with a bulky underfloor moulding that takes away much of the useful space beneath. It does make for a lower lip to load luggage over, however, and creates an entirely flat floor should you fold down the rear seats.

We've sampled the 1.6-litre petrol before (Issue 1,354), and found it lacking in mid-range urge. That's addressed by the new 1.6-litre turbodiesel, which produces up to 113bhp and, more significantly, 300Nm of torque – nearly double that of the petrol. This makes the Tivoli far easier to drive, with lots of low-rev performance; its delivery is smooth and commendably free of vibration or noise.

Read the spec sheets and it's no quicker than its petrol relation, with the same 12-second 0-62mph time. However, this doesn't illustrate the greater flexibility on offer. It's a quieter, less frenetic car, not only around town but on the motorway, too. The diesel

"What is apparent over the cabin's decent feel and look is the space on offer: there's loads of it"



SsangY

FIRST DRIVE Petrol ver

NEED TO KNOW

Tivoli is available only with front-wheel drive for the time being. A 4x4 version will join the range later this year





SsangYong Tivoli

version of Juke rival has impressed, and diesel promises to add more appeal



Performance

0-62mph/top speed
12.0 seconds/109mph



Running costs

65.7mpg (official)
£52 fill-up



Practicality

Boot (seats up/down)
423 litres/N/A



Tivoli retains the Smart steering system of the petrol model, which offers three settings from Comfort through Normal then Sport. It's best left in Comfort, though, as the other settings do little but increase weight – and even then only very marginally.

You're unlikely to be chucking the Tivoli around, either; it's a competent, if unexciting drive, with an accurate six-speed shift (the optional six-speed auto is usefully smooth, too) and a ride that's mainly composed but gets a bit bouncy on rough surfaces.

This should improve when the range is enhanced by 4x4 versions later this year, as they get more sophisticated multi-link rear suspension, but few will be disappointed when they try the front-wheel-drive diesel.

SsangYong reckons this new model will account for around 60 per cent of Tivoli sales. Factor in the 65.7mpg and 113g/km emissions it offers over the 44.1mpg and 149g/km of the petrol version, and we'd be surprised if the brand doesn't sell more.



Auto Express Verdict

SSANGYONG reverses the word 'Tivoli' to say 'I lov it' in its ads for the new car. And while it's unlikely you'll fall for the Juke rival in a big way, it's impossible not to admire what it offers. Put simply, value – without the traditional trade-offs. It's good looking, well built, roomy, with superb spec and a commendable, if unexciting, driving experience. All this makes the Tivoli a seriously appealing prospect – and even more so now it's available with a diesel.



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DMS SL65 BLACK SERIES (EVO OCTOBER '10) "IT FEELS LIKE THE LOVE CHILD OF AN SL65 AND A PORSCHE GT2"

DMS 135I (BMW CAR MAY '09) "THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW MANAGED TO TAKE IT TO THE NEXT LEVEL"

DMS 997 TURBO 3.6 (EVO SEPTEMBER '08) "IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR, YET DOCILE WHEN CRUISING"

DMS 997 TURBO 3.8 PDK (EVO JUNE '11) "DELIVERY IS ALMOST UNCOMFORTABLY FORCEFUL"



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AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP
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X5M / X6M » 618+ BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M135i / M235i » 402 BHP
M4/M3 3.0T » 520+ BHP
M5 F10/M6 (STAGE 1) » 680 BHP
M5 F10/M6 (STAGE 2) » 730 BHP
F10 520D » 240 BHP
F10 530D » 305 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
640D/335D/535D/435D » 390 BHP
730D » 305+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 305 BHP
X6 X5.0i 4.4 » 500+BHP
X6 M50D/X5M50D/550D » 450 BHP

MERCEDES-BENZ
A200CDi/C200CDi/E200CDi » 175 BHP
A250/C250 » 260 BHP
A45/CLA45 » 420 BHP
C300 HYBRID » 285 BHP
A220CDi/C220CDi/E220CDi » 215 BHP
C350/CLS350/E350/S350 » 315 BHP
E400/C450 » 420+ BHP
C400 » 400 BHP
'63' 5.5 Bi-TURBO ALL MODELS » 690+BHP
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP
S65 (W222) » 780 BHP
SL65 BLACK » 720+ BHP (+DE-LIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG 6.3 » 530+BHP (+DE-LIMIT)

C63 AMG 4.0T » CALL FOR DETAILS
SL63 AMG 6.3 » 560+BHP (+DE-LIMIT,
RE-MAP & LOWER ABC SUSPENSION)
CL600 Bi-TURBO » 580+ BHP
SLK55 AMG » 420+ BHP (+DELIMIT)
320 CDi V6 » 274 BHP
350 CDi V6 » 312 BHP
420/450 CDi V8 » 358 BHP

ALL 2015 RANGE ROVERS AVAILABLE
R ROVER SC 5.0 » 580+ BHP
R ROVER 4.4 SDV8 » 395+ BHP
R ROVER 3.0 TDV6 » 315+ BHP
R ROVER 3.0 SDV6 » 345+ BHP
EVOQUE/DISCO SPORT 2.2 DIESEL
» 240+ BHP

PORSCHE
997 TURBO/S 3.8 INC PDK » 611 BHP
997 TURBO 3.6 » 625+ BHP
997 GT2 RS » 670+ BHP
996 TURBO/GT2 » 600+ BHP
997 CARRERA S/PDK » 400+ BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
MACAN 3.0D » 315 BHP
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 315+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 315+ BHP

EXOTIC / MISC
FERRARI CALIFORNIA » 487 BHP
FERRARI 599 » 647 BHP
FERRARI 430 » 525 BHP
GALLARDO » 546 BHP
LP560 » 608+BHP
LP640 » 707 BHP
HURACAN » 640+ BHP
AVENTADOR » CALL FOR DETAILS
MCLAREN MP4-12C » 700 BHP
MCLAREN 650S » 720 BHP
MURCIELAGO LP640 » 707 BHP
MASERATI GHIBLI 3.0S PETROL » 470 BHP
MASERATI GHIBLI 3.0 PETROL » 400 BHP
MASERATI GHIBLI 3.0 DIESEL » 312 BHP
MASERATI GT/QSPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
BENTLEY 4.0 T V8 » 690 BHP
BENTLEY CGT / F-SPUR (INC 2013) » 680+ BHP
BENTLEY GT SPEED (INC 2013 ON) » 695 BHP
BENTLEY SUPERSPORT » 720+ BHP

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Jaguar XFS

FIRST DRIVE Exec contender ups the ante with V6 petrol



James Batchelor
James_Batchelor@dennis.co.uk
@JRRBatchelor

IT'LL be some time until Jaguar lets its Special Vehicle Operations division loose on the new XF, with its XE smaller brother likely to get the SVO treatment sooner. So, until it arrives, the 3.0-litre supercharged V6 XFS will have to do for those seeking a bit more drama from the BMW 5 Series rival.

That's no bad thing, though. Just like the XE S, the XFS pinches the sonorous 3.0-litre supercharged V6 from the F-Type S, so that means 375bhp and 450Nm of torque. It'll hit 155mph without breaking sweat, while 0-60mph is over in a brisk 5.1 seconds. And although fuel economy will not be a key factor for buyers, 34mpg is still good going.

Press the starter button, and if you're expecting the same brash engine note and pops from the exhaust like the F-Type S, you'll be a tad disappointed. In the XFS, the 3.0 V6 is far more muted and refined – it's only when you prod the throttle above 4,000rpm that the engine begins to howl.

On the move, the car is an ideal motorway companion – it's quiet and hushed and the standard-fit eight-speed ZF auto box slides through gears with ease. Both this petrol XFS and the 3.0 diesel version (tested in Issue 1,385) have adaptive dynamics – these give a choice of three driving modes that sharpen up or slacken off the gearshift times, throttle response and steering feel.

With double wishbone suspension up front and a new Integral Link system at the rear – which is also adopted from the F-Type – the ride quality is supple and composed, even with the 19-inch wheels the XFS wears as standard. The steering is weighty and crisp, and understeer is barely noticeable unless you're really attacking corners.

Standard equipment is generous, too. For a sniff under £50,000, the XFS gets an aggressive S bodykit, a 380W Meridian sound system and electrically adjustable and heated leather sports seats.



Jaguar XFS

Price: £49,945

Engine: 3.0-litre six-cylinder supercharged

Power: 375bhp

Transmission: Eight-speed auto, rear-wheel drive

0-60mph: 5.1 seconds

Top speed: 155mph

Economy: 34mpg

CO₂: 198g/km

ON SALE Now



Verdict

IT'S good to see Jaguar offering the F-Type's fiery V6 petrol in the new XF. With the new Jag-made four-cylinder diesels ticking the right boxes for company car buyers, the petrol S model is ideal for performance fans. It's not an M5 rival – yet – but it's a fine example of why Jaguar is back at its best.



Coming soon



SUZUKI BAILENO 2016

THE Baleno name will be revived next year for new hatch. It'll sit alongside refreshed Swift with 1.0 turbo engines.

SUPERMINIS		
Fiat 500	2020	Porsche 961
Ford Ka	2016	Porsche Pajun
Ford Fiesta	2017	Renault Alpine
Kia Rio	2018	Toyota FT-1 (Supra)
Renault Twingo GT	late 2015	VW Golf R400
Renault 5	late 2017	TVR sports car
SEAT Ibiza	2017	VW Golf GTI Clubsport
Smart ForTwo Brabus	mid 2016	VW Scirocco GTS
Suzuki Swift	2017	
Suzuki Baleno	2016	
Volkswagen Polo	2017	
FAMILY CARS		
Alfa Romeo Giulia	late 2015	Porsche RS Q1
Alfa Romeo Giulia Estate	late 2015	Bentley Bentayga
Audi A3 three-cylinder	late 2015	BMW 1 Series Sport Cross
Audi A4	late 2015	BMW X1
BMW 3 Series Plug-in	mid 2016	BMW X2
BMW i5	2016	BMW X3
Honda Civic	2017	BMW X7
Honda FCEV	mid 2015	Citroen Grand Cactus
Infiniti Q30	October	Dacia Duster facelift
Kia Optima facelift	late 2015	Ford Edge
Kia Sportage	2016	Infiniti QX30
Jaguar XE Sportbrake	2016	Jaguar F-Pace
Mazda large SUV	2017	Jaguar Baby F-Pace
MG5	2020	Kia Niro
MINI Clubman	late 2015	Lamborghini Urus
MINI Countryman	early 2016	Land Rover Defender
Nissan Leaf	mid 2016	Lexus RX
Porsche Panamera	2016	Maserati Levante
Porsche Panamera estate	2017	Mercedes AMG GT four-door
Renault Megane	mid 2016	Mercedes GLC Coupé
Subaru Levorg	late 2015	Mercedes GLS
Tesla Model III	2016	MG GS
Toyota Prius	late 2015	Peugeot Quartz
Toyota Mirai	late 2015	Porsche Cayenne Coupé
Vauxhall Astra	late 2015	Porsche Macan Turbo S
VW Beetle Dune	late 2015	Porsche Macan GTS
WV Golf CC	2016	Porsche Panamera
VW Passat Alltrack	summer	Qoros 2 SUV
SPORTS CARS		Qoros 3 City SUV
Abarth 124 Spider	2017	Renault Kwid
Abarth 500X	2017	Rolls-Royce SUV
Alfa 4C Stradale	late 2015	SEAT SUV
Alfa 6C	2016	Skoda Yeti+2
Aston Martin DB9	late 2016	Suzuki IM-4
Aston Martin V8 Vantage	early 2016	Tesla Model X
Audi A5	spring 2016	Toyota C-HR
Audi A9	2018	Volkswagen Taigun
Audi R4	2016	Volkswagen Tiguan
Audi R8	autumn	Volkswagen T-ROC
Audi TT RS	2016	Volvo XC40
Audi TT Sportback	2016	Volvo XC60
Audi TT Sport Quattro	2016	
BMW M1	2016	
BMW M2	late 2015	
BMW M4 GTS	2016	
Caterham sports car	2016	
Ferrari F12 Speciale	2016	
Ford GT	2016	
Ford Focus RS	2016	
Honda CR-Z	2017	
Honda NSX	late 2015	
Honda NSX Type R	2017	
Infiniti Q60	2016	
Jaguar XE SVR	early 2016	
Kia GT4 Stinger	2016	
Lamborghini Asterion LP910-4	2017	
Lamborghini Huracán Superleggera	2016	
Lexus GS F	late 2015	
Lexus RC	late 2015	
Lexus LF-LC	2016	
Maserati Alfieri	2016	
Maserati GranTurismo	late 2017	
McLaren 570S	late 2015	
McLaren 540C	2016	
Mercedes C-Class Coupé	2016	
Mercedes C 450 AMG Sport	2016	
Mercedes C63 AMG Coupe	2016	
MG TF replacement	2020	
Nissan Pulsar Nismo	late 2015	
Peugeot 308 R	late 2015	
Peugeot 408 GT	2018	
Porsche 911 facelift	late 2015	
PEOPLE MOVERS		
Mercedes R-Class	2016	
VW Touran	November	
VW Transporter	late 2015	
CABRIOLETS		
Audi R8 Spyder	2016	
Fiat 124 Spider	summer 2016	
Jaguar F-Type SVR	late 2015	
Jaguar XE Convertible	2016	
Lamborghini Huracán Spyder	2016	
Mercedes C-Class Cabriolet	late 2015	
Mercedes S-Class Cabriolet	late 2015	
MINI Convertible	2016	
Range Rover Evoque Cabriolet	2016	
Rolls-Royce Dawn	2016	
VW Beetle Dune cabriolet	late 2015	
LUXURY CARS		
Audi A8	2017	
BMW 5 Series	2016	
BMW 7 Series	late 2015	
Cadillac ELR	late 2015	
Infiniti Q80	2020	
Lexus GS	2016	
Mercedes E-Class	2016	
Mercedes S-Class	2016	
Rolls-Royce Phantom	2017	
VW Phaeton	late 2016	
Porsche 911 S	2016	



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32
PAGE
SPECIAL

BIRTH OF A LUXURY BRAND

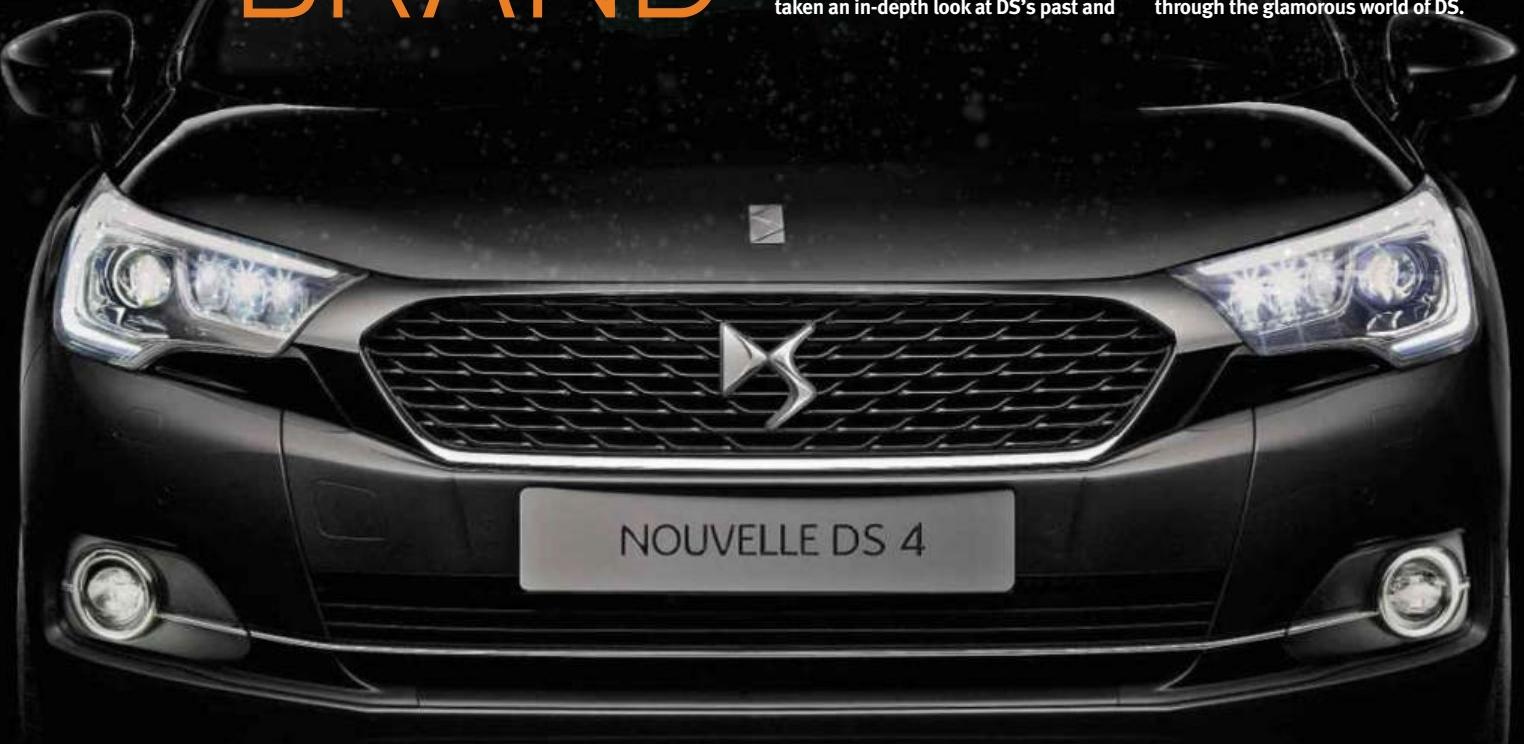
60 years on from the DS's debut, we look at how new luxury brand will take on the world's best

DS. Just two letters, but in the motoring world they represent a lot. Ever since the stunning, original DS made its debut in 1955, it has become a byword for style, sophistication, innovation and unrivalled luxury.

Fast-forward 60 years and it's these qualities that underpin the birth of DS as a premium brand to match the best in the world. To mark the occasion, we've taken an in-depth look at DS's past and

present, plus been granted exclusive access to glimpse its future – including a world first look at the new DS 4.

From the bold fifties original through to the latest cutting-edge creations, we've delved deep to find out what makes DS special and how it aims to make its cars among the most desirable in the world. So sit back and enjoy the next 30 or so pages as we guide you through the glamorous world of DS.



NOUVELLE DS 4

THE MEN BEHIND THE BRAND Page 48

We speak to the execs fine-tuning the DS masterplan to take on world's best cars.

WRAPS OFF THE NEW DS 4 Page 50

Exclusive pictures and details as hatchback gets an allroad makeover.

DRIVING THE DS IN PARIS Page 54

Where better to try the classic original than on the streets of French capital?

HOW DS IS TAKING OVER CHINA Page 64

We visit the Chinese factory setting new standards for premium brand in Far East.

DS'S MOTORSPORT REVOLUTION Page 74

We go behind the scenes as DS prepares to embark on its Formula E adventure.

DS SPECIAL BIRTH OF A LUXURY BRAND

The style council

As DS launches its assault into the premium market, we meet the men shaping its plans for design-led models and top customer service



**YVES
BONNEFONT**
DS CEO
Charged with building
on early success; sees
it as a 15-year project

**STEVE
FOWLER**
Editor-in-chief
Auto Express



Steve Fowler
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AF THERE are some really tough jobs in the car business, but launching a new car brand has to be one of the toughest. No, hang on, launching a premium car brand up against some of the biggest brands on the planet, let alone in the motor industry – now that's the definition of tough.

But the launch of DS into a world dominated by Audi, BMW and Mercedes (with Jaguar, Volvo, Lexus and Infiniti all knocking on the door, too) is well underway, and Auto Express has been given an exclusive look behind the scenes with the people charged with making it happen.

First off, we travelled to Paris to meet the two men heading up DS for PSA Peugeot-Citroen. Tucked away in an upmarket side street behind the Champs Élysées is DS World – the first of what will be a handful of boutique-style outlets used to showcase and sell the DS brand around the world.

As the doors slide open, DS CEO Yves Bonnefont and sales and marketing boss Arnaud Ribault step outside to greet us. These men are behind the launch of DS. "A lot of people are saying we're reviving the DS brand," says Bonnefont. "But we're not – the brand has never existed before!"

DS World is a fine example of what he and Ribault are doing with DS – it's more like stepping into a high-class jewellery store or the reception of a boutique hotel than a car showroom. Every detail is thought out with even a carefully crafted scent – essence of DS – piped into every DS outlet around the world so they all smell the same. Even the music playing in the background is specially selected. "And we synchronise the music in all our stores," says Ribault.

When new boss Carlos Tavares arrived at Peugeot Citroen, he had an easy decision to make DS a global premium brand. DS models were already enjoying sales success wearing a Citroen badge, while DS was in the early stages of becoming an established premium player in China, with Ribault running the operation in the Far East. At the time, Bonnefont – who hadn't long returned to the Peugeot Citroen fold from consulting roles – was in charge of strategy, formulating the plan for DS.

"DS was a progressive idea," says Bonnefont. "It was launched in China as a brand to faster deploy a second joint venture over there."

"It was our strategy to have two joint ventures in China, with the second one not competing with the first. We had to create a new network separate from Citroen. We created a factory that was totally premium, then as we designed the DS stores we started creating a brand – it launched in China in 2012." Initial research proved the thinking was

PAST GLORY
Bosses recognise that heritage is key to success of DS brand, and the coachbuilt drop-top at DS World in Paris is a reminder of what they're aiming for

right. As Bonnefont explains: "We were looking at how we should separate the brands in our group and we discovered bigger differences between DS buyers and Peugeot and Citroen buyers than between Peugeot buyers and Citroen buyers."

But he accepts there's a massive job ahead: "It's a huge challenge and a huge journey. It usually takes two product cycles to launch a premium brand, so 15 years.

"It also takes a solid base and heritage is important. All high-end brands must have heritage – we're lucky to have that." The open-top DS sitting on the top floor of DS World in Paris is proof of that – a stunning sixties creation by DS's official coachbuilder, Henri Chapron.

Key to DS's success has to be the ability to create a high-end product that can compete with the very best, and early buy-in from every part of the business was important, from engineering and manufacturing to marketing and purchasing. And as the company was already working with suppliers that also supplied existing premium brands, it knew it could match the quality of its rivals.

However, Bonnefont and Ribault are determined DS will forge its own path. "We don't want to target rivals," says Bonnefont. "If we do that, our teams may copy. DS will exist on its own as a premium car maker, not as a 'me too' brand.

"We will lead in certain fields – we want to have a spiky profile on some attributes like refinement, quality and customer service. We don't want to be good, but bland."

DS models will also take a different approach to dynamics, focusing on ride comfort ahead of sharp handling. We can expect innovative suspension solutions – as in the original DS – plus technical innovations in terms of connectivity, some of which we'll see sooner rather than later.

And with racer Carlos Tavares overseeing the whole business, it came as no surprise when the DS Performance division was launched. It'll oversee the brand's foray into the fast-growing, all-electric Formula E series (see Page 74), as well as any performance-orientated road cars. Although they, too, will be different from rivals, as Bonnefont describes: "It'll be about dynamic hyper-comfort – you have to take pleasure in driving the car every time and be able to enjoy its dynamism."

So 2015 has seen the launch of DS as a luxury brand, 60 years after the first DS was launched. We've already seen a heavily modified DS 5, you can see the revised DS 4 on Page 50 and a facelifted DS 3 is expected soon, too.

With a different take on the dealer experience and a solid plan that gives Bonnefont and Ribault plenty of time to establish the brand, it's going to be fascinating to watch DS develop. And you can bet its German rivals will be watching closely, too.



ARNAUD RIBAULT

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"We will lead in certain fields – we want a spiky profile on some attributes like refinement, quality and customer service. We don't want to be good, but bland"

DS SPECIAL BIRTH OF A LUXURY BRAND

BERNARD GERMAIN

DS 4 chief designer

Stylist talks our man Fowler through his role in adding premium feel to DS range



"Although the basic shape hasn't changed, every detail on the new DS 4 is described as premium"



TWO SIDES

New DS 4 is now available as a regular hatch and in SUV-style Crossback guise, with different grille, raised ride height and some chunky additions to the bodywork





WE MEET THE NEW DS 4

World-first pictures and details as hatchback gets classy update, and is joined by new allroad model



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AE HOT on the heels of the revised DS 5 comes this, a similarly fettled DS 4 but with an added twist – DS's middle model has had an allroad makeover with a raised ride height and some body cladding to give it some crossover attitude. And Auto Express was granted exclusive access to the new DS 4s and their chief designer, Bernard Germain.

The most striking difference between old and new DS is the new nose – very similar in design to the new DS 5's, featuring a wide, upright grille surrounded by chrome 'DS Wings' with a prominent DS logo in the centre.

As is becoming of the DS 4's positioning as a premium compact hatch to rival the Audi A3 and BMW 1 Series, the new headlamps feature some intricate detailing and advanced technology. There are 84 LEDs in the daytime running lights, while scrolling LEDs are used for the indicators.

The main xenons are adaptive, following the steering to light up a corner showing where you're going rather than where you're not – this is another nod to the original DS, which was the first car to use adaptive headlights. Low down at the front are LED foglamps that also light up to give extra cornering assistance.

Every detail on the new model is referred to as "premium" by Germain and DS 4 product manager Uberto Gavazzi. "We've got even more advanced technology on this car and we've added extreme refinement to each design detail," said Gavazzi.

Although the basic shape hasn't changed, with its sculpted sides and pronounced haunches to give what Germain describes as "an athletic, purposeful stance", those new design details extend to personalisation options, like those introduced on the DS 3 supermini.

So you can now buy a DS 4 with a contrasting roof colour – all fairly restrained and limited to just four options: Perla Nera Black, Whisper Purple, Virtual Blue or Tourmaline Orange. When added together with the body colours, that means a total of 38 colour combinations – although Germain is quick to point out that he thinks a Perla Nera Black roof with dark grey bodywork has the most premium look. However, the Virtual Blue works brilliantly with the pearlescent white paintwork, too, and highlights the cleverness with which the contrasting roof is created.

Rather than look for a join in roof and door structure or a crease in the bodywork, the transition from one colour to another is unusually on a totally flat surface above the doors. It's a potential nightmare in the paintshop, but DS workers at the French Mulhouse factory have been trained to get it just right – it takes five workers on the line to get the perfect finish required.

Having DSS produced on the same line as the Peugeot 2008 and Citroen C4 has meant a €400million (£366.5m) investment in Mulhouse and a greater focus on quality. And it's recently been confirmed future DSS will be built there, too.

Personalisation options extend to the door mirror caps that can be had in body colour, chrome, contrasting roof colour or in matt black with the DS monogram etched into the surface. New alloy wheel designs also feature. The premium story continues inside with the new

DS SPECIAL BIRTH OF A LUXURY BRAND

QUALITY

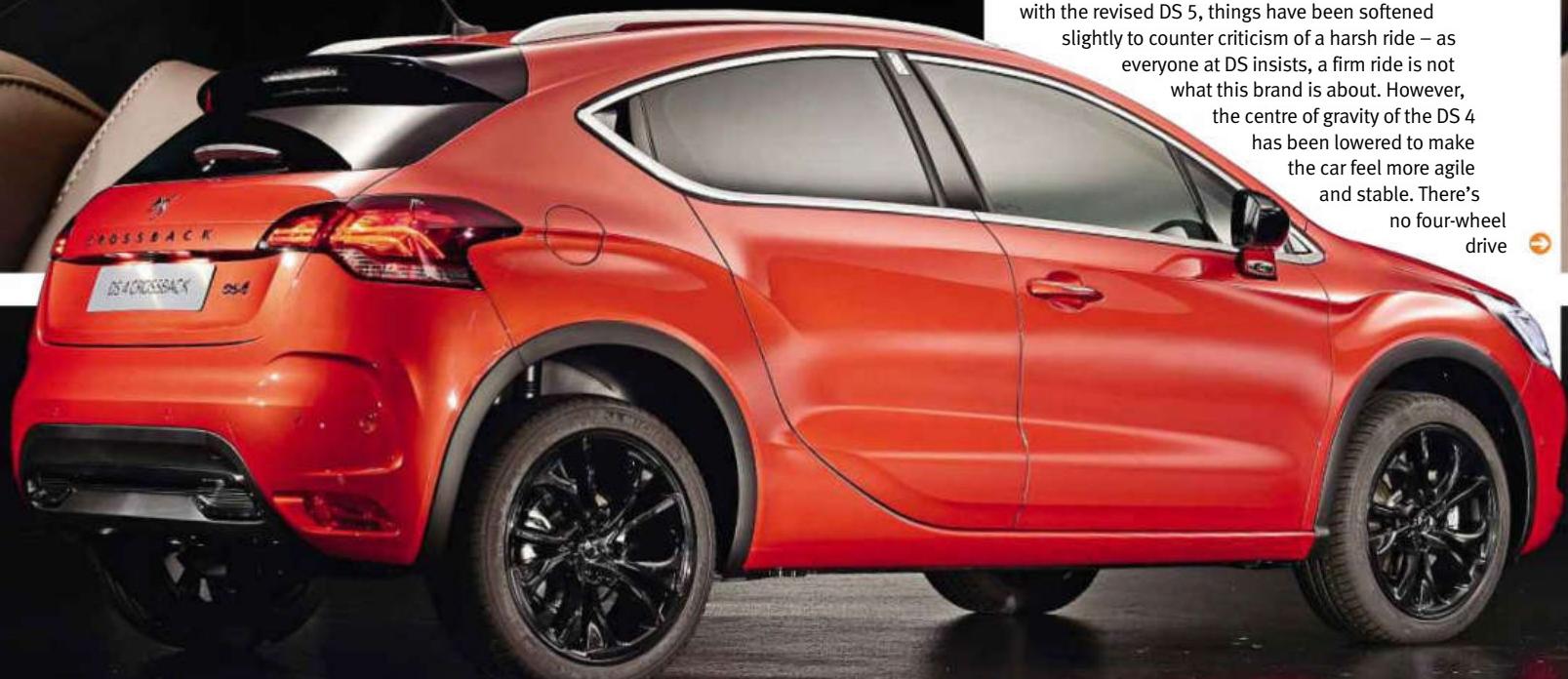
Watch-strap finish on seats and choice of hand-stitched leathers on the dash give DS 4 a high-grade feel inside



HI-TECH

Screen will give access to Apple CarPlay – a first for a PSA car – while beautiful finish on alloy wheels and gearlever adds to premium feel





option of a full leather dash top and door panels in two colours – hand stitched, taking around eight hours each. DS's unique 'watch strap' leather seat facings are also available, while the rest of the cabin benefits from plenty of neat chrome touches and soft plastics.

The tech story is twofold, with Apple's CarPlay featuring in the class for the first time (and making its debut in a PSA Peugeot-Citroen group car), activated via a seven-inch touchscreen that helps to reduce the button count by 12.

CarPlay will make use of the phone, text, mapping and music features of an owner's iPhone, with Apple icons displayed on the screen. A MirrorLink feature will mimic what's on the screen of other brands of smartphones, too.

Then there's DS Connect, which gives the option of SOS assistance in the case of an accident or breakdown, linked to a GPS receiver that can alert emergency services to the car's whereabouts. It'll also monitor mileage and suggest when servicing's required, send an alert if the car's driven into a pre-assigned area and track the car if it's stolen.

Otherwise, the interior is unchanged, with plenty of room up front and a large windscreens that extends up towards the driver's head – one reason why DS doesn't offer a panoramic sunroof option.

Frustratingly for rear passengers, the rear windows still don't wind down and the DS 4 still isn't the most spacious car in its class. The boot, for example, remains pretty average, at 370 litres, although it's a nice square shape.

DS has listened to market trends, however, which is why the DS 4 Crossback will be launched at the same time as the revised hatch. "We have one model, but two distinct bodystyles," says Uberto Gavazzi. "The DS 4 is a dynamic hatchback, while the DS 4 Crossback is a whole new bodystyle with a higher driving position.

"We have to adapt to customer needs and appreciate that crossovers account for 30 per cent of all sales in the premium compact hatchback market."

In the absence in Europe of the China-only DS 6 SUV (driven on Page 65), the Crossback is a neat solution. It sits 30mm higher than the standard car with a different front grille treatment, large, black wheels, black wheelarch extensions, door mirror caps and rear spoiler, plus roof rails.

Both models still get the DS signature chrome strip around the side windows, while Bernard Germain and his team have avoided the temptation to tamper with the taut lines at the back. "We have removed the Citroen badge, though," he reminded us.

Minor tweaks have been made to the chassis to offer what DS says is dynamic, relaxed handling. As with the revised DS 5, things have been softened

slightly to counter criticism of a harsh ride – as everyone at DS insists, a firm ride is not what this brand is about. However, the centre of gravity of the DS 4 has been lowered to make the car feel more agile and stable. There's no four-wheel drive

DS SPECIAL BIRTH OF A LUXURY BRAND

on offer; instead, DS 4s will be available with the Intelligent Traction Control system, which is designed to add grip on slippery surfaces.

However, the engine range is now all turbocharged, and features the award-winning three-cylinder 1.2-litre. This delivers 128bhp, yet is still capable of 55mpg fuel economy with CO₂ emissions of 119g/km.

The 1.6-litre petrol with 163bhp now comes with a torque converter gearbox for smoother shifts (much more in keeping with DS's refined image), while a 207bhp version of the same engine is reserved for the hatchback and not available in the Crossback.

Both models get the latest Euro 6-compliant BlueHDI diesels, though – all 1.6-litre units. The 118bhp version has an impressive torque figure of 300Nm, while still returning 72mpg and emitting 100g/km whether you choose the six-speed manual or new six-speed auto.

A 148bhp version is marginally less efficient, while the 178bhp diesel will still claim 64mpg and 115g/km in automatic form, and offer a massive 400Nm of torque. Although performance figures will be confirmed closer to the car's November arrival, we'd expect the top-level DS 4 petrol and diesel models to offer a serious turn of pace.

These are early days in the life of DS as a premium brand, and this new DS 4 is, after all, a facelift of a model that was previously sold as a Citroen. However, it shows all the signs of what DS has to do to move in more exalted circles: the quality is good, there's some really clever attention to detail in the design, it's strong on technology and DS showrooms promise an experience that's different from the norm.

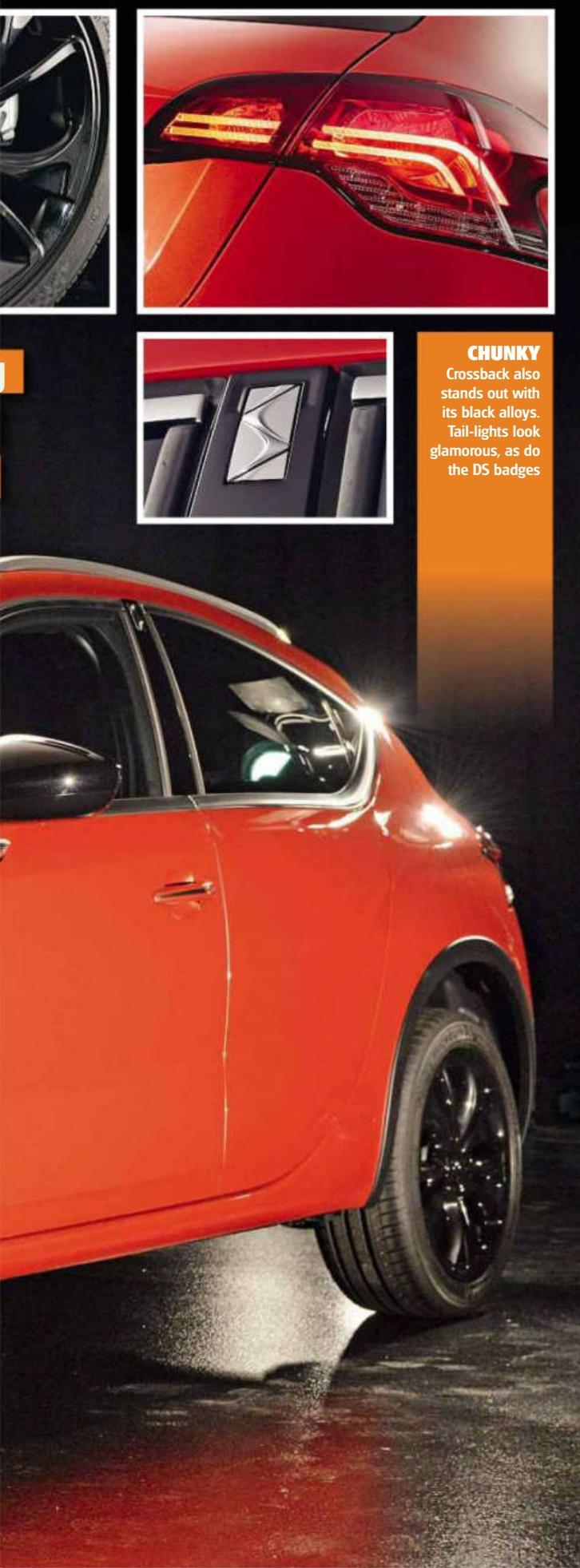
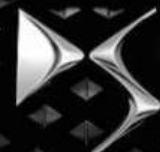
DS will admit that the DS 4 has always been the most difficult sell, sitting between the hugely popular DS 3 and the intriguingly upmarket DS 5.

These latest changes will make life easier for dealers, while marking another big step on the brand's journey to being accepted among other premium brands.



"Main xenons are adaptive, following steering to light up a corner – a nod to the DS, which was the first car to use adaptive headlights"





CHUNKY
Crossback also stands out with its black alloys. Tail-lights look glamorous, as do the DS badges

A PREMIUM ON FACTORY FINISH

How huge investment at PSA factory in France is making all the difference to give models like new DS 4 posh feel



DS isn't shy about its premium plans, with DS 4 product manager Uberto Gavazzi referring to the craftsmanship of artisans in the latest car. Owner PSA Peugeot-Citroen has announced a huge €400million investment in the Mulhouse factory in France that builds the DS 4 and will make future DS cars, while big steps have been made to improve quality control to premium levels at the plant.

Quality is a mantra that we witnessed when we visited the DS factory in Shenzhen in China (Page 62). And as CEO Yves Bonnefont told us, every worker in every department had to sign up to the brand's premium goals when the DS journey began.

It's also something on show if you visit a DS showroom, with tools of the craftsman's trade, swathes of leather and reels of cotton highlighting the bespoke nature of the cars.

The DS 4's leather-clad dash and doors take eight man hours to put together, while five people on the production line are responsible for ensuring a seamless paint finish between the contrasting roof and the rest of the bodyshell.

It's not just down to the design team to come up with ideas to improve the quality look and feel of the car, either. DS 4 chief designer Bernard Germain told us: "Production line workers are eager to suggest things to us and we're eager to listen."

That open approach was also stressed by DS sales and marketing boss Arnaud Ribault. "We take our inspiration not only from the car industry, but also from other luxury brands – and the French have quite a few," he told us. "Our DS World [flagship showroom] was created by people not from a car background. It's how we came up with the fragrance concept and the music we play.

"Our customers want something unique – brands like Mont Blanc and Louis Vuitton give them that. We can't be confused with anything else." And all employees are encouraged to understand their customers, with the creation of a DS Academy to teach them what a luxury brand is. "We visit luxury stores and hotels so we know exactly the sort of experience and craftsmanship our customers expect," added Ribault.

EYES ON PRIZE

Perfecting seamless paint finish between roof and rest of body is a challenge staff on the Mulhouse production line are tackling head-on in bid to achieve premium finish

BREATHE

JAMES
BATCHELOR

OTIS
CLAY

WE TURN BACK THE CLOCK FOR A DASH AROUND PARIS IN THE ORIGINAL GODDESS OF AUTOMOTIVE CHIC



James Batchelor

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@JRRBatchelor

AE PARIS isn't called the 'city of love' for nothing. With its paved streets and Neoclassical architecture, the place oozes elegance and a romance that some capitals can only dream of. But there's a love affair that's so strong in the city's boulevards, even Napoleon and Josephine can't match it – and that's Paris and the DS.

Ever since a convoy of Citroen DSs slinked up the Champs-Élysées in 1955, chased by hundreds of Parisians chanting "Une DS, une DS, voilà la DS!", Paris and that car have been entwined in the greatest love affair ever seen. It all started when the DS debuted at the '55 Motor Show in Paris's elegant Grand Palais. Around 750 people put in orders within 45 minutes of the expo opening, and 12,000 had handed over deposits by the end of the first day.

The model graced Paris's streets until it bowed out in 1975 – but look hard enough and you'll see it's still around. Sixty years on, the French capital is now home to one of DS

Automobiles' ultra-prestigious DS World stores – and along with giving Parisians a taste of the brand and the lifestyle it promises, it also offers classic DSs for hire.

For those who are in love with the DS, or are simply in the mood for an unusual way of touring Paris, there are two itineraries – both with a seasoned chauffeur. Eternal Paris and Romantic Paris tread different routes around the capital, and cost from €240–€445 (£175–£325). However, today we have said a polite 'non' to our chauffeur, and instead we've taken the helm of the 1973 D-Special waiting outside.

There's nothing quite like a DS. Parked against the kerb, the D-Special is in 'lounge' mode, with its hydropneumatic suspension at its lowest setting. Pull on the chrome door handle and this goddess – the DS badge was a play on the word déesses; French for goddess – almost curtsies as you slide on to caramel fluted seats as plush as sofas. The distinctive one-spoke steering wheel and plastic dash – both

innovations when new – are a stark contrast to the chrome and leather, but we twist the key and the car elegantly rises up to its default road setting. Release the lever-operated parking brake, tug on the gearchange; we're away.

Out on to the Champs-Élysées, and we're heading towards the Arc de Triomphe, our first destination in our whistle-stop tour of the city. Most Parisians leave their hometown in August to make way for the legions of tourists such as us, so the Arc de Triomphe gyratory is not a playground for beaten-up Renault Twingo, but instead hosts hundreds of tour coaches and taxis. However, we're behind the wheel of a DS – and the traffic parts in respect. The other drivers allow us a couple of uninterrupted circles around the great arch, while day-trippers turn their cameras away from the Arc and instead snap another French icon.

Along the paved Champs-Élysées once more (accompanied by more snaps and waves from passers-by),



ESIS



"DURING OUR WHISTLE-STOP TOUR OF PARIS IN DS, TRAFFIC PARTS IN RESPECT, AND TOURISTS TURN CAMERAS AWAY FROM THE SIGHTS AND TOWARDS ICONIC CAR"

TRES CHIC

Our man Batchelor takes in sights such as the Eiffel Tower and Louvre on his tour of Paris behind the wheel of an automotive icon

past the Grand Palais, along the Place de la Concorde and across the ornate Pont Alexandre III bridge. Now we're in the shadow of the Eiffel Tower. A gendarme in a police van turns a blind eye to our photographer Otis hanging out of our camera car to snap the DS on Quai André Citroën.

A safe U-turn and we're cruising through the chic Seventh Arrondissement district, along tree and cafe-lined boulevards – our progress charted by yet more tourists' smartphones. Over the Seine again, and the DS basks in the August sunshine as we round the Jardin des Tuileries and head to the Louvre. Another policeman convinces himself we don't exist as we pull alongside the famous glass Pyramide

DS SPECIAL BIRTH OF A LUXURY BRAND



"TOURISTS BELIEVE WE'RE IN A MOVING PIECE OF ART THAT'S ESCAPED FROM THE LOUVRE. THEY ALL WANT THEIR PICTURE TAKEN WITH THE DS"

STAR QUALITY Driving the DS is one long photo opportunity, proving there's no let-up in the Parisians' love affair with the car

du Louvre and park up somewhere we shouldn't. We're surrounded by Brits, Italians and Japanese – all believing we're in a moving piece of art that's escaped from the gallery, and all wanting their picture taken with the DS.

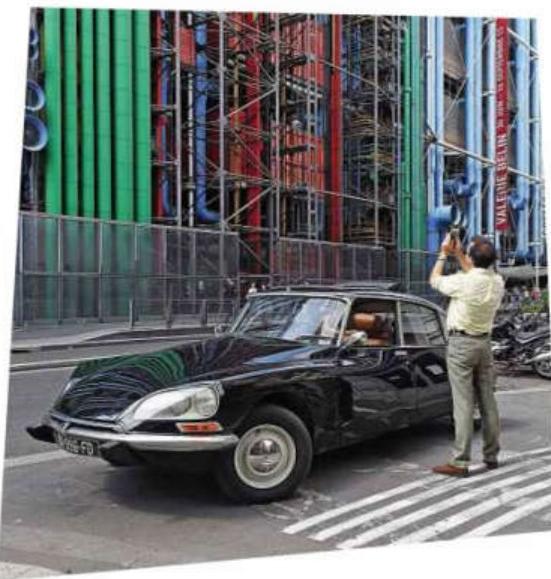
Back on the road, the heat nudges 36 degrees Celsius. With the windows wound down, full-length vinyl sunroof rolled back and cold air fan on the go-slow, we're stifling, our shirts clinging to the leather – yet the DS is untroubled. The 98bhp 2.0-litre engine is unremarkable, but it's the way the car rides that's the highlight; it glides along broken roads like a magic-carpet cliché. And with the large wheel and column-change box, it's easy to impersonate those DS drivers in classic French films who sawed away at the steering with their hand elegantly resting on the gearlever.

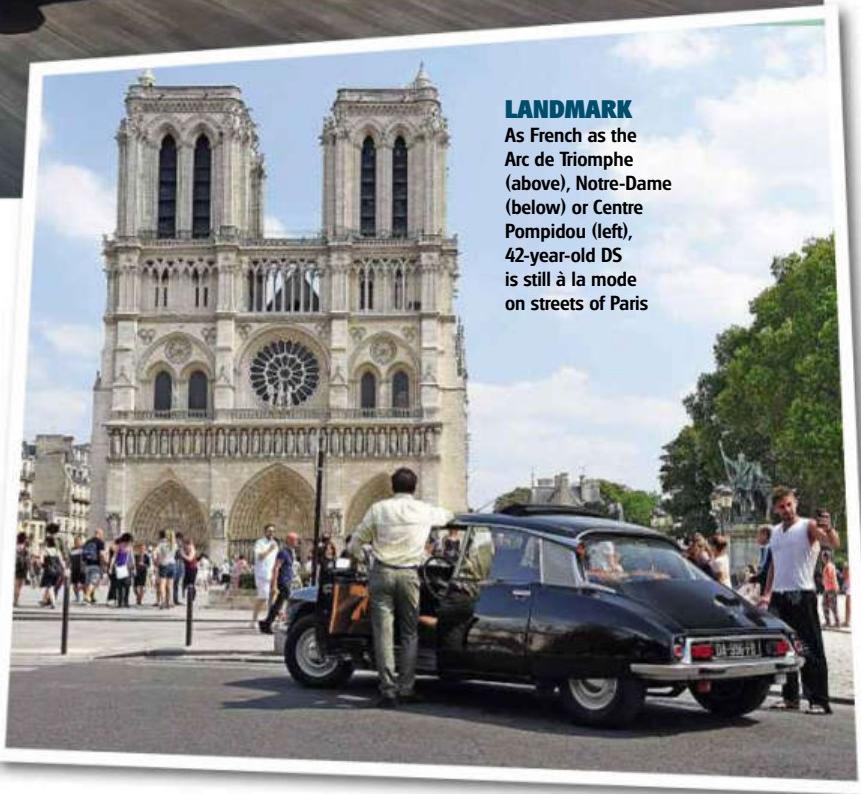
Now we're heading east, and as we pull up to have our snap taken under the vast superstructure of the Centre Pompidou, we're flagged down by an inquisitive man, excitedly muttering "DS". He pushes his smartphone

towards us to take a picture. He tells us, in broken English, how original our car is, and how the French are so proud of the DS. And then, as quickly as he appeared, he saunters down the Rue Beaubourg explaining to anyone who'll listen that there's a DS parked up ahead.

Pictures finished, we head south to swap hi-tech architecture for gothic style. We ride up outside the Notre-Dame, with tuk-tuk cycle taxis clearing a path for us to get the best parking space. More tourists, keen to snap a French icon outside a French landmark, clamour around the car, while uploading their pictures to their Instagram profiles.

With the departure time for our flight back home rapidly approaching, we turn the DS's pointed bonnet westwards to glide back alongside the Seine through the afternoon rush hour. We need to get the goddess back to DS World for another lover to be chauffeured around Paris tonight. This time, they'll be doing it with far more romance than we've done. They won't be needing a clean shirt, for starters...





LANDMARK

As French as the Arc de Triomphe (above), Notre-Dame (below) or Centre Pompidou (left), 42-year-old DS is still à la mode on streets of Paris

A WORLD AWAY FROM A DEALER

Exclusive DS World Paris introduces customers to luxury brand, with chandeliers and gallery space



PARISIANS know that while the Champs-Élysées has the fame, the real French experience is to be found along roads such as Rue Françoise. This is where DS World Paris lies, and with its tall Art Deco facade it's quietly elegant. In fact, it's one of only two DS Worlds globally – the other is in Shanghai, where the Chinese are lapping up the sophistication offered by the upmarket French brand.

Step inside DS World Paris, and you're met with elegant, black-patterned walls and plush carpets, chandeliers, fragrant candles and calming music. It's a world away from the bustling Champs-Élysées.

We're guided around its three storeys that act not only as a shop for DS gifts, but also as an exhibition space. Its upper floor is currently home to an ultra-rare Henri Chapron-coachbuilt DS La Croisette Cabriolet, and a gallery of photographs. Since it opened 18 months ago, DS World Paris has hosted Paris Fashion Week and the city's modern art fair, the Foire Internationale d'Art Contemporain.

It doesn't only present a premium French lifestyle, though. It's also a proper dealer, offering delivery and servicing. Of course, sales people are discreetly on hand to promote the DS 3, DS 4 and DS 5, too.



SOPHISTICATED

DS models old and new are displayed in the elegant spaces of DS World Paris, while our man chats to one of the discreet sales staff promoting brand

DS SPECIAL BIRTH OF A LUXURY BRAND

DS City



EXCLUSIVE
Showroom boss James Wilmoth (right) shows our man Finnerty how boutique feel DS Salon moves away from the fun air of the adjoining Citroen showroom



DAWN OF A NEW ERA

Selling premium cars requires premium dealers. We visit the first of the new boutique DS Salons



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AE "IT'S a once-in-a-lifetime opportunity to create a brand in the car business." They're the words of DS brand development director UK, Arnaud Leclerc, who's tasked with overseeing the birth of DS here.

Sure, manufacturers have attempted premium sub-brands before – with mixed success – but what makes DS different is that it's going the whole nine yards. Leclerc and his team are creating from the ground up an entire car line-up alongside a swathe of British DS-only dealerships. A run-of-the-mill rebadging this is not.

By the end of the year, the UK will have 10 DS Salons – at sites of existing Citroen dealers – and two standalone DS Stores that'll take their cues from DS World in Paris (see Page 59). Fast forward to 2018, when the new-generation DS cars will go on sale, and Leclerc expects to have 100 DS outlets ready for the six new models that'll arrive by 2020.

The DS Salons won't only be located in a corner of a Citroen showroom, either. They're undergoing radical redesigns with separate entrances, dedicated staff and a whole new approach to sales. DS is backing the plan with a three-year roadside-assistance offer for all new models, too, including those DS 5s sold from launch.

Auto Express went behind the scenes at one of the first DS dealers in the country – Wilmoths Maidstone, in Kent. Owner James Wilmoth walked us through the new set-up, which features a darker colour palette that's in stark contrast to the fun and bright Citroen dealership next door.

Low-level lighting and cream walls replace the clinical white decor, while soft-touch materials on the wall help to give a 'boutique' feel. There's a new seating area, with tea and coffee for customers. It's a prototype layout at the moment, with more set to change in the coming weeks.

For James, taking on a DS franchise makes sense. Already 20 per cent of his sales are DSs – but this isn't the case everywhere. Leclerc understands this, and says there's been a constant dialogue with dealers on what they expect. Nearly a quarter of Citroen's network doesn't sell any DS models, so fitting out a Salon in these locations makes no sense.

Where sales are good, Salons will follow, while major cities such as London, Birmingham, Manchester and Bristol have been identified as key places for a DS Store. Leclerc



says: "DS World represents what we want to do in the future. Everything is around customer experience. We have to transform the group to have this as the focus, too."

It's fair to say delivering this great customer service hasn't always been a strong point for the brand – but that's already changing. Citroen experienced the biggest rise in this year's Auto Express Driver Power survey – up to ninth from 23rd. This bodes well for the new premium brand. Leclerc adds: "It's exciting for all the people involved and the network."

Looking ahead, he wants DS to take a lead in e-commerce and adapt to the changing way customers are buying their motors. "Car buying is very traditional," he explains. "For the new generation it's totally normal to order online, but that's not the case in the auto industry. The group is transforming and DS is the important brand for this. If customers are changing the way they buy cars, we have to adapt ourselves."

But the biggest challenge facing DS is undoubtedly taking on premium rivals from Germany, and developing cars that hold their resale values as well as Audi, Mercedes and

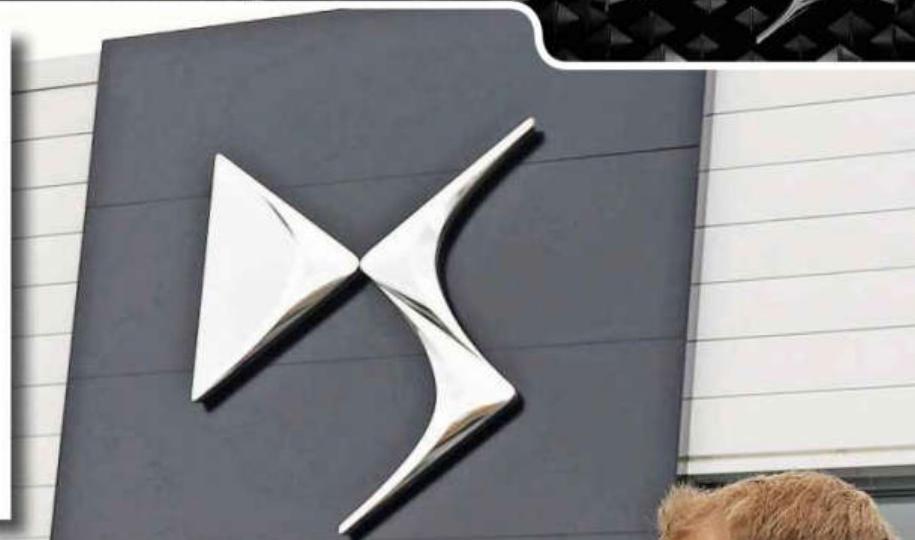
BMW models do – and this isn't lost on Leclerc.

He admits: "We need to find new customers who are searching for other premium brands. But if we compete with the Germans with the same weapons, we'll lose. We need to bring something different."

"One thing they can't have is that we are French – a nation with a reputation for luxury, fashionable design and style. We own this because we're French, and we have the heritage of the old DS."

**"We need to bring something different...
We are French – a nation with a reputation
for luxury, fashionable design and style"**

ARNAUD LECLERC DS brand development director



STYLE-LED
New showrooms will take cues from DS World in Paris, and offer almost art-like product presentations



DS SPECIAL BIRTH OF A LUXURY BRAND



Investment has seen CAPSA's Shenzhen site expand on a huge scale



Steve Fowler

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AF WITH China already the largest single car market in the world, accounting for 23 million new car sales in 2014, its importance to premium car brands is enormous. For example, over 35 per cent of the VW Group's sales last year were in China, with a similar amount of the group's pre-tax earnings coming from the region.

As sales have dipped in other markets, especially Europe, China's growth has brought a timely and fruitful balance to car makers' books, and the potential for a new brand like DS cannot go untapped. So much so that Stéphane Le Guével, director general of Peugeot Citroën Automobiles in the UK, told us: "Without the Chinese market, we probably would not have launched DS."

DS started selling imported cars in China in 2012, but, like all foreign brands, to make hay in the region it really needed a Chinese partner and a Chinese manufacturing plant. In spite of parent company PSA Peugeot Citroën's long-established relationship in China with DongFeng (which now owns 14 per cent of the French group), DS went into partnership with Chang'an to build DS models in the south-eastern Chinese city of Shenzhen.

By population, Shenzhen is the country's fifth largest city, with over 10 million people living there. But its growth has been astronomical – just 25 years ago, Shenzhen was a fishing village with a population of just 10,000. And it's still growing fast, with new skyscrapers filling the skyline at an incredible rate and the city offering incentives to companies like CAPSA (the partnership between Chang'an and PSA) to set up shop in the region.

CAPSA currently employs 2,500 people in Shenzhen, of whom 40 are French. And, as manufacturing and supply chain director Marc Bauden tells us, Chinese and French employees alike have to make an effort to speak the common language of English in order to communicate.

Although the workforce is Chinese, there's a definite French attitude to working practices. "Part of our job is to train our Chinese colleagues so they can be autonomous in future," explains Bauden. "We train them to think like PSA people. Some of them go to France to see the way we produce and design cars, the way we work and think. And we explain what premium means in terms of quality and production process.

"Sales people regularly go to France, too. They experience French luxury through various events – they're

immersed in French history and culture. They not only have to sell cars, but they have to sell a story and a dream, too."

As we're taken around the factory, the word premium is repeated time and time again – everyone knows the goal of DS is to compete toe-to-toe with the big German brands.

"This is a premium plant," explains Bauden. "We have the most efficient lighting system, an in-house water treatment system and an advanced waste water storage system." Factory employees are also used to train staff from many of the 75 dealers across China to ensure the highest quality standards are taken to the showroom.

This was a greenfield site just a few years ago, before the first cars rolled off the production line in 2013. Many staff are new to the industry, although some, like Huang Xiao Dong, manager of the body plant, used to work in Fiat's local factory. As the area continues to develop with new factories likely to open, keeping highly trained staff will be a challenge for CAPSA.

After our tour of the body plant, with bare metal DS 5, DS 5L and DS 6 bodyshells being meticulously welded together by robots under the close scrutiny of human eyes, we move on to the assembly line where freshly painted (at the state-of-the-art paint shop) bodies are married to the suspension and drivetrain, and trimmed with all the luxury fittings that DS customers demand.

Fabrice Mouilleseaux runs the assembly area and, with his colleague Hangbo, shows us some of the processes on the production line. Before anyone is allowed near a car, they have to have eight days' training – which includes working on a model production line with Lego cars to understand the processes involved – to ensure they meet CAPSA's demanding quality standards.

While the technology on today's cars is pretty mind-blowing, the tech used to build the cars is just as impressive. We're invited to help attach part of the front assembly on to a DS. And although we'd skipped the eight days' training, our workspace is designed to simplify our task.

"We analyse every process that we have to go through and listen to our colleagues to see how it can be made better to make better-quality cars," says Mouilleseaux. So the screw I need to attach the assembly to the main bodyshell is close to hand, while, instead of any old spanner, I'm faced with a powered wrench that uses

"The word premium is repeated again – everyone knows the goal of DS is to compete with the big German brands."



"We analyse every process and listen to colleagues to see how it can be made better to make better-quality cars"

FABRICE MOUILLESEAUX Assembly chief



peated time and time
the goal of DS is to
man brands”

BUILDING REPUTATIONS

We visit DS factory in Shenzhen to see the brand's huge investment is paying off as it makes a name for itself in China as a producer of premium models



“Part of our job is to train our Chinese colleagues; we train them to think like PSA people”
MARC BAUDEN
Manufacturing and supply chain director, CAPSA

DS SPECIAL A LUXURY BRAND REBORN

a light system to tell me when the screw is aligned properly, when to operate the power and when to stop. Once you're used to the sensation of just holding on and letting the tool do the work – it spins slowly at first, speeds up, then slows, stops and applies just the right amount of torque to complete the job – it couldn't be easier, although there are constant checks to ensure quality and speed standards are met.

Picking the right parts for the right cars is pretty foolproof, too, with a computerised light system highlighting what's needed for each individual model – crucial given the amount of personalisation available to customers.

The obsession with quality reaches new heights on the final inspection line, with a total inspection time of one hour and 25 minutes, including 30 minutes on the test track.

Glove-wearing operatives inspect the paintwork for the tiniest defect before the car gets subjected to monsoon conditions to test for leaks. Then it's on to the track. That's right, the DS factory has its own test track where every one



CHECKS
Production line staff talk our man Fowler through the rigorous quality control process; Steve also gets to inspect a bare DS 5 bodyshell



"DS is leaving no stone unturned in its quest to establish itself as a premium marque in China"

of the 50,000 cars produced each year is checked further – although that might have to change when the plant's running at full capacity, churning out 200,000 cars a year.

"This test track was a massive investment for us in China," Bauden tells us. "We don't even have something like this in France." The circuit includes stones, cobbles, tarmac, pavements and rail tracks, with a high-speed stint seeing cars reach 75mph, followed by a 10-minute check of the seats, doors and all buttons.

Noise is the biggest complaint from Chinese customers, so there are 19 different noise detection tests, including one for the thunk of the closing doors. There's even a further water test to make sure the wipers don't squeak.

CAPSAs investment in quality for its DS models doesn't start at the factory, though. About 1.5 kilometres up the road is a brand new research and development facility that cost £50million. Now employing 500 people, it's sized for 930.

The R&D centre features seven kilometres of track, with five types of surface to highlight and eliminate noise, vibration and harshness – crucial in the Chinese premium market. Benoit Sachy gives us a guided tour of the facility, which includes climate chambers for hot and cold testing, water tests, engine beds to push power units to the extreme and repeat durability tests.

Most of the tests are to make sure that new parts meet the quality standards required before they make it into the factory – DS models now feature 90 per cent local content.

But Sachy also explains the resulting tweaks to the DS 5 make the car perfect for demanding Chinese customers. "As so many of our customers sit in the back of the car, we've made changes back there," he says. "We've fitted an additional rear blower to the climate control system and improved accessibility to the back seats with narrower door bins for more space to get feet in and out."

There's also a new navigation system with connected services – using in-house apps, rather than those available in the West – while the chassis is tuned more for comfort. "We've analysed how Chinese customers use their cars – so, for example, on twisty mountain roads they drive much more slowly than we would in France," says Sachy.

DS is leaving no stone unturned in its quest to establish itself as a premium marque in China, and is investing heavily with its partner. The company is clearly convinced it will pay off handsomely – even though there's a slowdown in the Chinese car market, DS is pushing ahead with expansion: the 75-strong dealer network will grow to over 100 by the end of this year alone.



ON TRACK
Final inspection line subjects each car to around 90 minutes of checks, including a half-hour drive on the specially designed test track





...AND WE DRIVE CHINA'S DS SUV

Qashqai-sized crossover, built in Shenzhen, gives an exciting glimpse of what's in store for DS – and Auto Express got behind the wheel



QUALITY

Chinese-built DS 6 impressed with finish inside, plus it scored on comfort and refinement

WHILE European buyers will have to wait some years for a DS SUV, customers in China have been able to get their hands on the DS 6 crossover – built at the CAPSA DS factory in Shenzhen – since 2014.

Auto Express was invited to test drive the Nissan Qashqai-sized car on CAPSA's R&D test track.

It's a smart SUV with superb quality, decent style and plenty of space inside. With a clear eye on Chinese buyers' priorities, it rides

comfortably, plus is quiet, easy to drive and easy to live with.

The choices of 1.6 or 1.8-litre petrol engines are not the sort of motors that European buyers would clamour for, but the 1.8-litre model we drove seemed powerful enough, was smooth and quiet, and steered nicely with a good weighting and a decent amount of feel.

There's good space inside and excellent access to the back with a 500-litre boot. But most

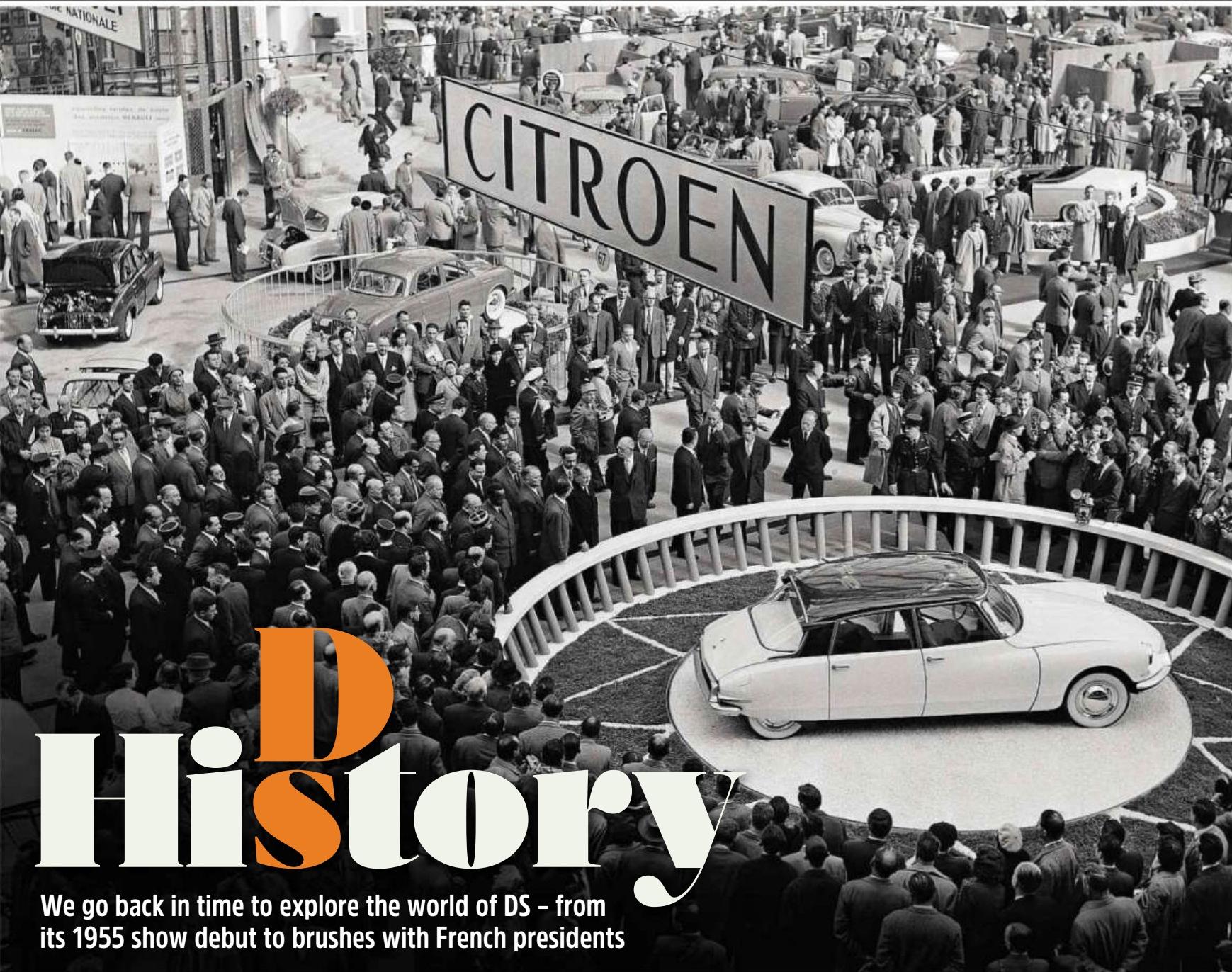
impressive is the quality – it might not match that of an Audi Q3, but it's not far off, and has a sense of style that its German rivals lack.

With plenty of capacity at the Shenzhen plant, it's a shame DS can't find a way to squeeze a diesel engine under the bonnet and bring the SUV to Europe.

The DS 6 is a car that could accelerate the brand's push to premium acceptability in European markets.



DS SPECIAL BIRTH OF A LUXURY BRAND



ID history

We go back in time to explore the world of DS – from its 1955 show debut to brushes with French presidents

1955 Paris Motor Show

THE DS made its first, stunning public appearance at a crowded Paris Motor Show in 1955. Thousands of people squeezed on to Citroen's stand (above), eager to catch a glimpse of the futuristic new car. What they saw when the covers were removed was a model that instantly made all others look prehistoric.

Even 60 years on, it's not hard to comprehend how outlandish the DS would have seemed to those Paris showgoers, who would have been more used to the upright design and agricultural underpinnings of typical fifties family saloons. Not only was the DS's styling contemporarily out of this world, but the car also featured advanced hydraulics that powered everything from the self-levelling suspension to the disc brakes and the semi-automatic gearchange.

Yet none of these advanced features deterred buyers. Within 45 minutes of the DS's covers being pulled off, 749 buyers had taken the plunge. And by the end of the day, Citroen had 12,000 firm orders.

1955 Paris Motor Show debut

1956 Monte Carlo win

1957 Citroen ID launched



1957 Citroen ID

IN an effort to attract buyers put off by the DS's mechanical complexity, Citroen launched the ID in 1957. Essentially an entry-level model, it retained the DS's head-turning looks and hydro-pneumatic suspension, but ditched the hydraulically powered brakes, steering and gearshift.

The resulting mix of value, style and sophistication proved an instant hit, and before long the ID was outselling the pricier DS. The differences between the cars were reduced over the years, though. Hydraulic brakes, power-steering and more powerful engines were added, and by the time production ended in 1975 there was very little separating the two.



1956 DS wins Monte Carlo rally

YOU'D expect style, sophistication and space from the DS, but surely not an impressive motorsport pedigree? Well, you'd be wrong, because the big Citroen notched up two Monte Carlo rally victories, plus a string of successes in long-distance marathon events.

The DS's first competitive outing was in the 1956 Monte, where it won its class. Three years later, an ID 19 took overall honours in the same event on its way to winning the European Rally Championship. A second Monte triumph was achieved in 1966 before the DS's efforts were focused on long-distance events such as the Rallye du Maroc and London to Sydney Marathon, where it took numerous victories.



1959 ID estate

BUYERS wanting a DS with even more space had to wait for the ID estate, or Safari, to arrive in 1959. Despite its name, it was more DS than ID, as it had the more expensive model's powered brakes and uprated engines, plus power-steering was optional.

Yet it was the estate's versatility that really stood out. You could have six, seven or even eight seats, but perhaps the most famous version is the ambulance, which featured a stretcher, a chair for the paramedic and space for the medical kit. Plus, live horse racing in the seventies and eighties was often beamed from a camera mounted on a modified DS Safari – its supple suspension was perfect for keeping the lens steady at speed.



1958 Chapron cabriolet

1958 Chapron cabriolet

ONE of the most desirable and sought-after DS models is the gorgeous Chapron cabriolet. The brainchild of famed Parisian coachbuilder Henri Chapron, the hand-crafted four-seat drop-top made its debut in 1958.

While the conversion to a convertible was fairly straightforward, high prices meant that only 523 found homes before production ended in 1962. However, that wasn't the end of open-air thrills in a DS, as Citroen pulled the covers off its own cabriolet in 1960, yet production was again entrusted to Chapron.

When sales ended in 1971, a total of 1,315 DS and ID cabriolets had been made. And due to the DS cabriolet's stunning lines and incredible rarity, it's no surprise that examples sell for more than £250,000.

1959 ID estate



DS SPECIAL BIRTH OF A LUXURY BRAND



1962 Charles de Gaulle and the DS

AFTER proving a hit with the public, the DS soon gained the presidential seal of approval from Charles de Gaulle. In fact, the French leader owes his life to the big Citroen, after it played a big part in foiling an assassination attempt in 1962 by a French paramilitary group.

Despite being sprayed with more than 100 bullets that ripped through its bodywork and punctured its tyres, the DS's advanced hydro-pneumatic self-levelling suspension helped the driver retain control, allowing the president and his wife to make a speedy escape.

Four years later, De Gaulle was presented with a special DS Presidential, designed and built by coachbuilder Henri Chapron. The vast one-off was 6.3 metres long and featured extra cooling and revised gearing that allowed it to crawl through presidential parades at 3mph.



1962 Charles de Gaulle and DS

1968 DS facelift



1968 DS facelift

NEARLY 13 years after its launch, the DS still looked more modern than most cars on the road, yet that didn't stop designers giving the saloon a nip and tuck in 1968.

The biggest change was reserved for the nose, which featured distinctive and innovative faired-in headlamps – improving aerodynamics and boasting a pioneering directional function. Thanks to a clever steering mechanism, the lights followed the corners as you turned the wheel.

Plus, the units were also linked to the suspension, helping keep the beams level. Elsewhere, the DS was treated to a powerful 2.3-litre fuel injected engine.



2009 DS 3 launch

ALMOST 35 years after the last DS rolled off the production line, the famous badge returned with a bang when the wraps were pulled off the DS 3 at the 2009 Frankfurt Motor Show. Featuring daring looks, endless personalisation options and a fun driving experience, the posh supermini was an instant hit.

It was designed to rival premium models such as the MINI and Fiat 500, and rejected these cars' retro styling cues in favour of bold, modern lines inside and out. Quality was also a priority, and the DS 3 had a top-notch finish and plenty of big-car kit. In 2012, the drop-top Cabrio joined the line-up, and today the DS 3 is the brand's biggest seller in the UK.



2015 DS Parade

WHEN it came to marking the DS's 60th birthday, nothing less than a huge party would do – and the brand didn't disappoint. DS hosted a week-long celebration in May 2015 that included a vast DS exhibition at the Jardin des Tuileries, Paris. Featuring installations, shops and cars that played a significant part in the past, present and future of DS, the special event hosted celebrities and VIPs, before opening its doors to the public for two days.

However, the real highlight was the parade of more than 700 classic DS cars from over 10 countries. The group gathered together at the Linas-Monthéry track outside Paris for a day, before travelling in a convoy to the Place de la Concorde in the heart of the city. On the way the cars visited significant locations, including the Quai de Javel – the site of the old factory.



2009 DS 3 debuts in Frankfurt

2012 President Hollande DS 5



CHARLES de Gaulle isn't the only French president to have fallen in love with DS, as current leader François Hollande took delivery of a DS 5 in 2012. As you'd expect for someone in the public eye, the President chose the ultra-efficient Hybrid4 model.

Combining a frugal 2.0-litre diesel and powerful electric motor, the four-wheel-drive DS 5 claims 72.4mpg and emits just 103g/km of CO₂. Unlike De Gaulle's bespoke 1966 Chapron saloon, the latest presidential limo features few modifications. There are flag holders on each front wing, but the biggest addition is a full-length sunroof – not available on production versions – that allows Hollande to wave to crowds on special occasions.

2012 François Hollande uses DS 5

2015 DS parade





VIVE LA REVOLUTION

We look at how the original DS's pioneering tech inspires today's DS designers



Sean Carson

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@Carson_oncars

AF WHEN the ethereal shape of Citroen's DS was unveiled to the world in 1955, it must have turned heads at 20 paces next to conventional, boxy British family cars. But the looks were nothing compared to the technical innovations the DS pioneered under its svelte skin.

At the top of that list has to be the DS's clever hydraulic system that controlled the suspension, brakes and gearbox. Unlike most other cars, which usually have steel springs, the DS's oil and nitrogen-filled suspension 'spheres' supported the weight of the vehicle and took care of the damping, giving a supremely refined ride. In fact, the tech was so clever, it was later sold to Rolls-Royce, as the British brand couldn't

better it. With a hydraulic oil tank under the bonnet and an engine-driven pump to keep it all under pressure, drivers could also select the car's ride height. This gave the DS its amazing party piece, where the body floated up and down.

It resulted in fantastic comfort, and selectable ride height settings meant the Citroen could even tackle cobbles with composure. As we've seen on Page 68, it was this technical innovation that famously got French president Charles de Gaulle away from an assassination attempt, allowing him to escape at full speed with his DS's tyres shot to pieces.

While the car's original 1.9-litre engine – later enlarged to 2.1 and then 2.3 litres – was fairly conventional, the auto box was anything but. It used a hydraulic system to operate the clutch, so the driver simply had to lift off the throttle, flick the lever to the next gear and carry on smoothly. The innovations

continued. While Jaguar's C-Type racer pioneered disc brakes, the DS was the first mass-produced car with powered front discs. And the single-spoke steering wheel was marketed as a safety feature; there was less chance of the driver hitting it in a crash, and it gave a clear view of the instruments.

However, along with its floating suspension, the DS is most famous for its swivelling headlights. These came along with the 1968 Series 3, when a redesigned nose featuring faired-in 'directional' lights made its debut. The inner lamps were connected to the steering, so could turn up to 80 degrees – letting the driver 'see' through the corner, giving better visibility and boosting safety. The self-levelling outer lamps mean the view ahead wasn't interrupted by bumps.

DS vice president for products and business development, Eric Apode, believes all the qualities of the original car

DS TECHNOLOGY OLD & NEW



Nathan Morgan

BRAKES

DS's powerful disc braking set-up was a first for a mass-produced car



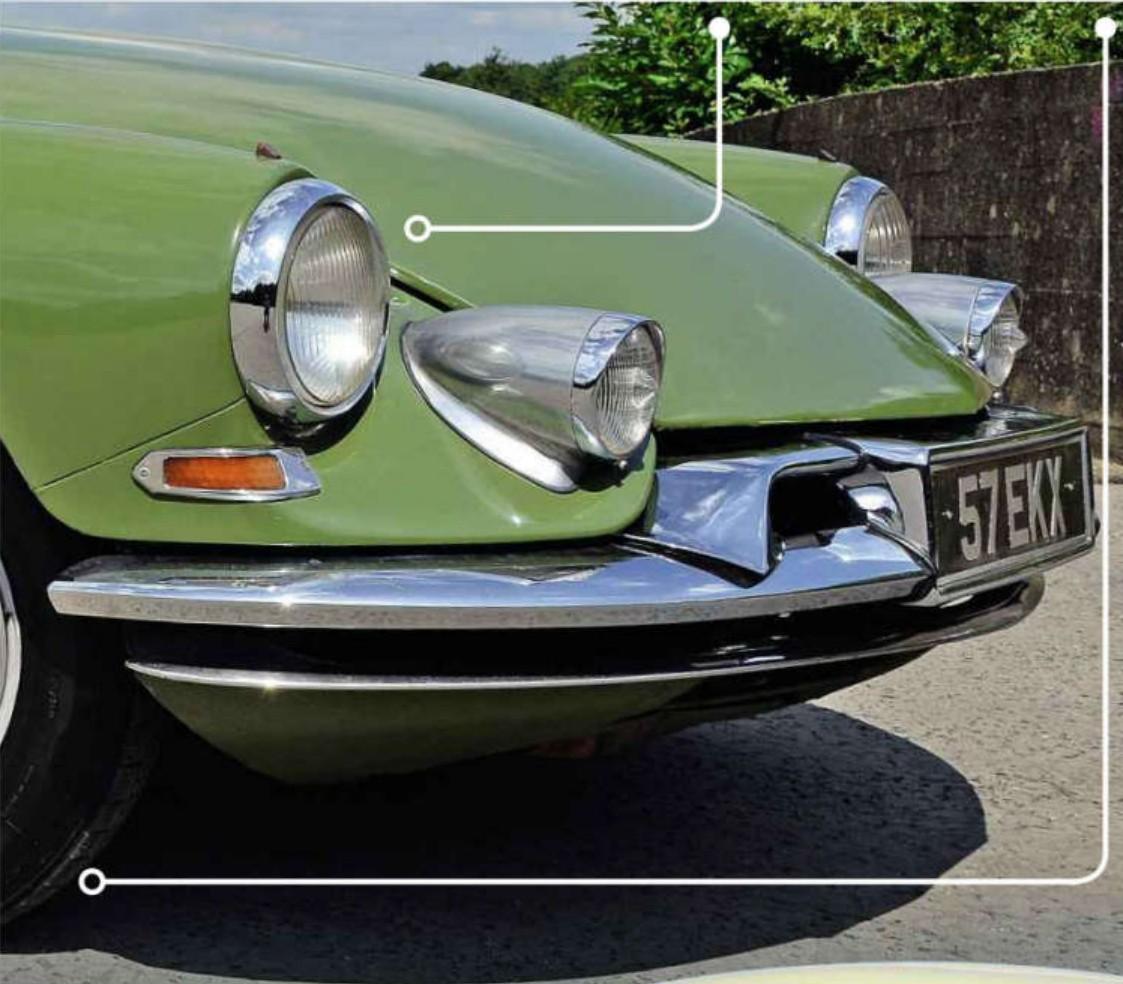
LEVER

This was used to select ride height settings for the hydropneumatic suspension



RESERVOIR

Holds hydraulic fluid that allows power operation of suspension, steering, brakes



SUSPENSION

Hydraulic set-up used oil and nitrogen-filled 'spheres' to support car's weight and take care of damping, giving a supremely refined ride



STEERING It looks dated now, but at time Citroen sold single-spoke wheel as a safety feature, claiming there was less chance of driver being hurt in a crash



POWER Our man Carson gets a close look under the bonnet. At launch, DS featured a 1.9-litre petrol engine, but more power was added on later cars



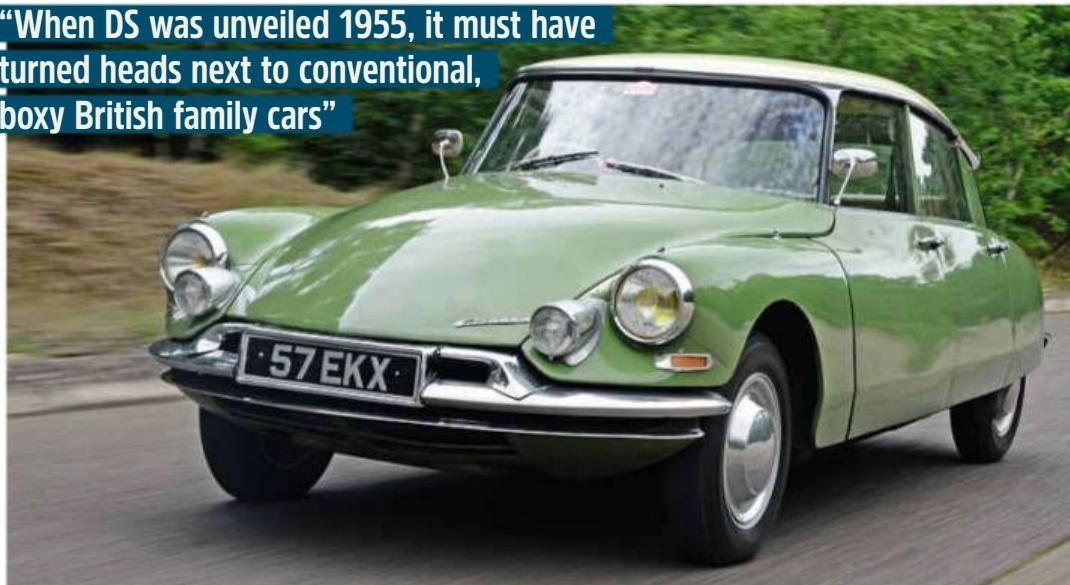
INDICATORS

Rocketship-like indicators were mounted up high for added visibility

DS SPECIAL BIRTH OF A LUXURY BRAND



"When DS was unveiled 1955, it must have turned heads next to conventional, boxy British family cars"



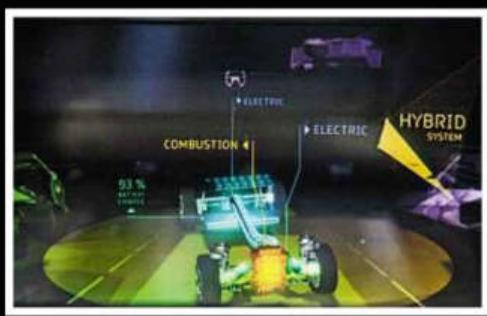
DRIVING EXPERIENCE Hydropneumatic set-up lets DS float up and down, and as our man experiences for himself, it results in fantastic comfort over even the worst road surfaces



APPLE TECH
Connectivity is set to be central to DS's technological strategy, and Apple CarPlay will feature in new DS 4 – a first for the brand



LIGHT TECH
Just as original DS pioneered clever lighting, so DS brand is leading way, with auto dip beams and directional lighting



HYBRID TECH
Equally important to brand is its eco future, and it has plan to introduce plug-in hybrids across the range



"We have a rich heritage. We're very proud of our past, and we'll take that into the future of DS"

ERIC APODE Vice president for products and business development



DS TECHNOLOGY OLD & NEW

added up to make one significant impact on the auto industry: "The DS marked history. It looked like nothing else only a decade after WWII, and it's still considered one of the most important cars of the 20th century. But all DS models are avant-garde cars. They're very French and have a very specific design, with a feeling of glamour and vision."

So the 'goddess', as it's known, had plenty of substance to go with its Parisian style. With its spaceship-like shape and floating roof – penned by legendary French aeronautical designer Andre Lefebvre – the DS was a symbol of luxury. And that's exactly what DS Automobiles is hoping to capture, as the brand focuses on quality and design with its new line-up. Apode elaborates: "With the new DS range we want a very French feeling, offering style, luxury and innovation like on the classic DS.

"We're concentrating on our key values: tech, refinement, materials and comfort. We have a rich heritage. We're very proud of our past, and we'll take that into the future of DS."

According to Apode, the DS name represents "spirit of the avant-garde". Drawing on inspiration from the iconic car, DS Automobiles' advanced tech and sleek styling mean the line-up boasts all the sophisticated features you'd expect

from a forward-thinking brand – but there's even more to come. Parallels such as the DS 3's floating roof reference its design heritage, while trick smart-beam headlamps that auto dip, plus directional lighting, continue a famous DS theme; it's clever tech now, not to mention back then.

Inside the flagship – the DS 5 – leather 'watchstrap' seats give a sumptuous feel and a solid air of quality, while the fighter jet-like glass panels in the roof add an extra element that's unique in its sector. These are all DS traits we've come to expect, but it's what's in store next that's really exciting.

As we've seen on Page 50, the next DS 4 will be up to 40 per cent more efficient than before, and in some cases offer nearly one-third more power from its engines, while existing tech such as radar-guided cruise control, self-parking and autonomous braking is keeping DS at the cutting edge.

"We pay attention to wellbeing," Apode says. "We want our customers to feel at ease, which is extremely closely linked to our principles. Everybody is able to say what we say with brand values, but no other brand can say, 'I was born in Paris, I live in Paris'. With DS now, we do this with our quality and technology, and we'll continue to improve on this in the future." It's here where Apode

hints at what's next, building on the brand's current strengths. "The model range will grow from four cars to six," Apode explains. With the DS 4 Crossback crossover now added to the line-up, there'll be a focus on luxury SUVs as well as hatchbacks.

"You can also expect plug-in hybrid powertrains to fit in with our environmental responsibility. Along with improving efficiency, connectivity will be at the heart of our tech strategy, with the DS 4 our first car to adopt Apple CarPlay."

Linking back to the brand's heritage, Apode also states that DS is already working on advanced suspension for its next generation of models: "Unfortunately, the potential for hydraulic suspension is not there, but features such as adaptive dampers would remain true to the original DS philosophy." Apode even reveals that the company was not ruling out air-suspension for future vehicles.

It just goes to show, even though the original DS set the template with a beautiful blend of style and engineering advances, the brand isn't resting on its laurels. It's forging ahead with a new breed of sumptuous, sophisticated and innovative models.



FLOATING ROOF Importance of heritage is reflected in DS 3's roof design, which references the famous original DS's Lefebvre-designed floating roof



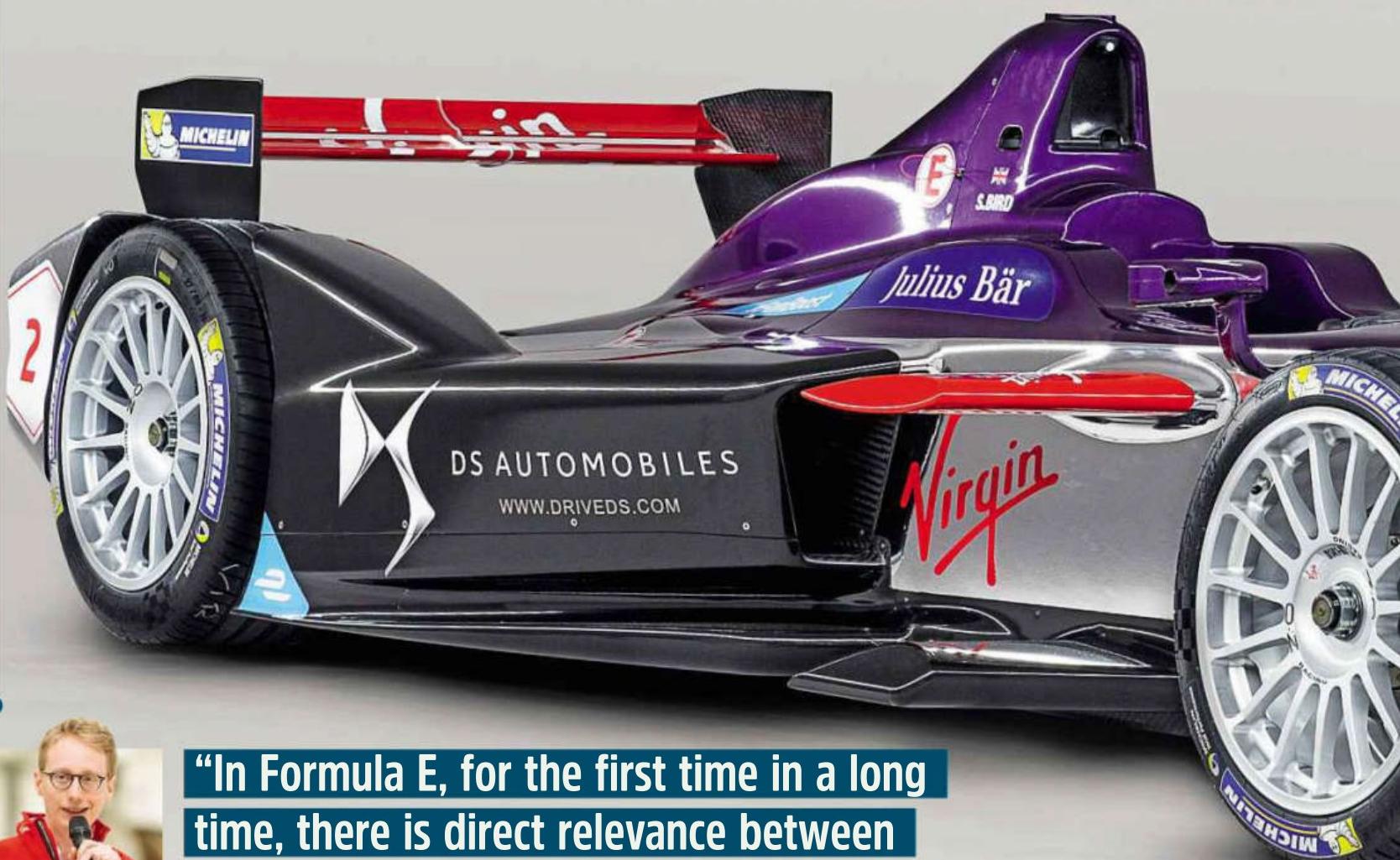
GLASS COCKPIT Sense of spaciousness and airy feel are viewed as key to give DS 5 a premium edge; jet-like glass panels are like nothing else in the class



SEAT TRIM DS 5 also stands out from its class rivals with its high-quality, super-comfortable watchstrap-effect leather seats

DS PLUGS INTO FORMULA E

DS and Virgin Racing are promising big things for the second season of the FIA's Formula E electric racing series - and for the future of electric vehicle technology



"In Formula E, for the first time in a long time, there is direct relevance between road cars and what motorsport is doing"

SYLVAIN FILIPPI technical director, DS Virgin Racing



DRIVERS



Stephen Errity

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AF CAR makers have long been keen to emphasise the idea of technology transfer between race and road vehicles. But while it's true that clever ideas such as twin-clutch gearboxes and disc brakes were born out of motorsport innovation, the link between the race track and the road has become less direct in recent years.

Formula One's high-revving engines and dizzyingly complex aerodynamics bear little relation to what you'll see on even a high-performance road car – but the FIA Formula E championship promises to play a pivotal role in the development of electric vehicle technology.

This is why DS has decided to partner with Richard Branson's Virgin Racing outfit for the series' second season, which kicks off in Beijing, China, on 17 October. We spoke to the team's technical director, the former automotive consultant Sylvain Filippi, to find out more.

"We decided on DS for two reasons," he said. "It's a strong manufacturer, but also has a very strong racing arm in DS Performance – the same organisation has won World Rally and World Touring Car titles as Citroen Racing.

"It's perfect – we have the resources of a manufacturer but also the efficiency and speed of racing people, which you don't get in a normal manufacturer environment. They want to better understand and improve EV technology for the benefit of both pure electric cars and plug-in hybrids, so it makes a lot of sense for them and for us."

Both partners had to work quickly to have something ready for the start of season two. "We had very top-level discussions shortly after making contact," explained Filippi. "In less than four months, we'd agreed on a design, made prototype parts and hit the track. Even by motorsport standards, that's working very fast!"

For season two, the Formula E teams were presented with a choice: they could either stick with the standard

McLaren electric motor run by everyone in season one, or develop their own drivetrain to make the most efficient use of the power stored in the cars' Williams Advanced Engineering battery. DS Virgin has opted for the latter.

Filippi told us: "It's a much bigger risk and a lot more work than sticking with the standard motor, but on paper we reckoned the efficiency gains would be greater, and also we'll learn more this way. While we might make some mistakes on the way, as this is a long-term deal, we both want to accumulate as much knowledge as possible."

Filippi is excited by just how close the developments the team is working on will be to road car technology.

"It could flow down to road cars in a matter of months," he said. "In F1, it takes about 10 years. Our main goal is to work on efficiency – minimising the energy it takes to move the car at a certain speed and for a certain distance. That's directly relevant to roadgoing EVs."

"Today, making racing cars faster means increasing downforce with things like double diffusers, which is very clever but has no relevance to road cars. In Formula E, for the first time in a long time, there is direct relevance between what motorsport is doing and road cars. There's no reason why we can't take software updates we're developing and put them in a road car six months later."

In the driving seat for DS in season two are Brit Sam Bird and Frenchman Jean-Eric Vergne. Bird took two victories for Virgin Racing in season one, while Vergne moves over from the Andretti team, having previously spent three seasons driving for Toro Rosso in Formula One.

"The partnership with DS has really strengthened us," Bird told us. "It's brought in some great people with great ideas, and it's been fun to develop our own component in the car. Everyone still has the same power, so efficiency is going to be key – we're learning new stuff all the time."

"The car is torquier and more nervous at the rear than before. There may be a bigger gap between teams than we're used to initially, but once everyone has figured out their drivetrains, I can see it becoming very close again."



SAM BIRD

Double winner in first season of Formula E



JEAN-ERIC VERGNE

Brings three years of F1 experience with Toro Rosso



DS SPECIAL BIRTH OF A LUXURY BRAND

"The Divine by DS is a showcase of ideas... it gives a feeling of the detail and luxury of future cars"

DAMIEN FRESSARD PSA Peugeot-Citroen designer



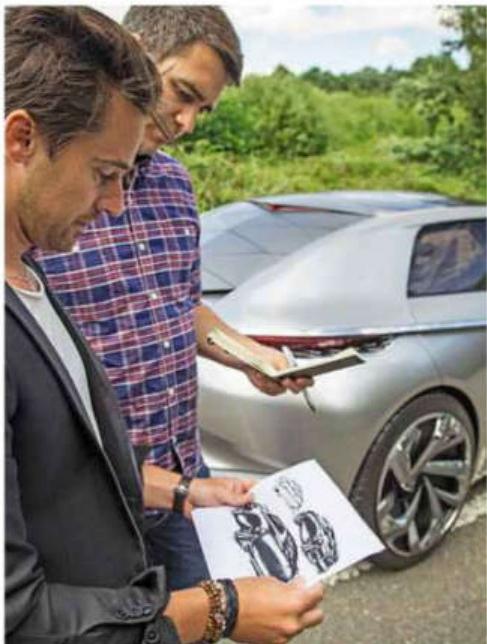
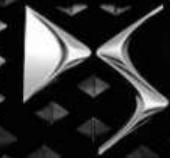
DIVINE INSPIRATION

Stunning Divine by DS hints at brand's bold future design, and we speak to one of team shaping it



DIAMONDS
Sharp-edged diamond motif seen inside and out is based on DS logo; cabin continues drama of the exterior





CUTTING-EDGE STYLE

Designer Fressard talks our man Ingram through design detailing of Divine by DS, which could shape next DS 4 – but snakeskin shell at rear is unlikely to make showrooms

Divine by DS

Engine: 1.6-litre 4cyl turbo petrol

Power/torque: 266bhp/330Nm

Transmission: Six-speed auto, front-wheel drive

0-62mph: 6.0 seconds (est)

Top speed: 155mph (est)

Economy: 45mpg (est)

CO₂: 145g/km (est)



Richard Ingram

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AE WE drove the Divine by DS a couple of months ago (Issue 1,379) as a preview of what to expect from the upmarket French brand over the next five years.

It's designed as a rival for the big-selling VW Golf and Ford Focus, and while PSA Peugeot-Citroën bosses insist the Divine will never make production in its current form, with the DS 4 set to be replaced in 2016, it's likely we'll see plenty of Divine inspiration in the next family hatch.

Driving impressions from the hand-built concept car are irrelevant, but we did get an opportunity to quiz designer Damien Fressard about the future of DS. Fressard told Auto Express: "This is a showcase of ideas and new things. It gives a feeling of the detail and luxury of future cars."

Inside, the extensive use of leather on the dash, as well as metal and high-quality plastics throughout the cabin, show the future direction of DS. The ability to change interior parts looks to be a key attribute of upcoming models, too. "We're going to see 'interchangability' of the interior," added Fressard. "For example, you'll be able to change the inside of the doors and the dashboard. We're not talking about small details, but major things inside."

This hints that the brand wants to forge its own path in the premium personalisation market, with the ability to switch entire panels, seats and headliners – making no two cars the same. We're likely to see some of these options on the six new cars planned from DS by 2020, including at least one SUV and a more conventional saloon, as well as a revamped range of DS 3, DS 4 and DS 5 models.

These cars will also inherit much of the Divine's exterior design. For instance, elements of the bold front grill have been adapted from the China-only DS 6 SUV (driven on Page 65), while its spindle-effect mesh also debuted on the revised DS 5 earlier this year, and is almost certain to feature on the next generation of luxury models from the brand.

The big DS badge will be displayed prominently on all future cars, too – as on the DS 5 – but the DS 3 and DS 4 will ditch Citroën's familiar double chevron in the next year as the DS brand attempts to further differentiate itself.

Diamonds will also be a theme for DS. The sharp-edged shapes are distributed inside and out in the Divine's tail-lamps, wing mirrors and on the dash. "It's something we'll see on new models," said Fressard. "It's a manipulation of the DS badge, where the D meets the S."

Of course, there are plenty of design experiments on the Divine by DS that we're unlikely to see anytime soon. The rear light clusters feature a crazy motorised element that pops up when the brakes are applied, while the back window is covered by a kind of snakeskin shell. These are likely to remain on the drawing board, along with the scissor front and rear-hinged back doors.

So while the Divine doesn't represent one single idea for a future model, many aspects of the concept will make reality. With those six new models due before the end of the decade, it's an exciting time for DS.

"Concept hints that DS wants to forge its own path in the premium personalisation market"



DS in numbers

6 new DS models due before 2020

1,456,115

total number of classic DSs built between 1955 and 1975

700

DS models that took part in 60th birthday parade on Champs Élysées

80,000

orders placed for DS by end of 1955 Paris Motor Show

337,500

euros paid for rare 1973 DS 23 Chaperon cabriolet at 2009 auction

24

World Rally wins for DS 3 WRC

40

different colour options for DS 3

16

Seconds it takes to open DS 3 Cabrio's roof

420,000

number of DS models sold since the cars launched in 2010

60

years since original DS made its debut at 1955 Paris Motor Show

1.3 million sq. metres size of Shenzhen DS plant in China

200,000

number of cars Shenzhen plant can build in a year

8

seats in a DS Safari estate

600

showroom space in square metres at DS World Shanghai

82

DS stores in China

8,668

total number of classic DSs built in Slough, Berks, between 1956 and 1966



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Pictures: xxxxxxxx Location: xxxx

Back with a vengeance

Pictures: Otis Clay
Location: Silverstone, Northants

BMW has revised its 3 Series in a bid to reclaim its class crown from Jaguar's XE

AE BUYERS of compact executive saloons have never had it so good. The latest generation of models is the best yet, combining unrivalled premium appeal with engaging driving dynamics and penny-pinching running costs. So this meeting between the BMW 3 Series and the Jaguar XE promises to be a true grudge match.

The stunning XE has already made its mark on the class. With its blend of sleek looks, luxurious

interior and impeccable driving manners, the British saloon deservedly scooped compact executive honours at our 2015 New Car Awards (Issue 1,377). In the process, it knocked the 3 Series off the top spot it had made its own since the sixth-generation car debuted in 2012.

However, BMW hasn't taken this defeat lying down, and has pulled the covers off a facelifted version of its evergreen saloon, which celebrates its 40th birthday this year. By tweaking the car's looks, revising its engine line-up, upgrading its suspension and adding more kit, BMW believes it has given the 3 Series all it needs to regain its place at the top of the class pecking order.

So, which of our desirable executives has what it takes to succeed? In an exclusive test on UK roads, we name the winner in one of our hardest-hitting tests of the year.

Jaguar XE 2.0 R Sport

Price: £34,775
Engine: 2.0-litre 4cyl, 178bhp
0-60mph: 8.2 seconds
Test economy: 44.7mpg/9.8mpl
CO₂: 111g/km **Annual road tax:** £20



LIVING WITH A...

VW GOLF GTE

Plug-in hybrid promises ultra-low fuel bills – so what's it like to live with?



LIVING WITH A...

MAZDA 2

Supermini tackles trek across Europe to rain-affected dance festival.

**BMW 320d M Sport**

Price: £33,635

Engine: 2.0-litre 4cyl, 187bhp

0-60mph: 7.1 seconds

Test economy: 53.4mpg/11.8mpl

CO₂: 116g/km **Annual road tax:** £30

MODEL TESTED: BMW 320d M Sport PRICE: £33,635 ENGINE: 2.0-litre 4cyl, 187bhp

AF THE 3 Series has been a mainstay of BMW's line-up for more than four decades, but it recently lost its compact executive crown to the brilliant Jaguar XE. However, the brand wants the trophy back, and has treated the sixth-generation model to a mid-life revamp.

Refreshed looks and new engines – including a three-cylinder petrol – are the highlights, plus there's even more standard kit. Here we test the ever-popular 320d in £33,635 M Sport guise.

Styling 3.9/5

BMW claims to have enhanced the looks of the latest 3 Series, but you'll be hard pressed to spot the changes. At the front, there are subtly reprofiled headlamps with redesigned LED running lights, while lower down is a new bumper featuring wider air intakes. You'll find all-LED tail-lamps that incorporate a distinctive L-shaped light signature at the rear.

Overall, however, the new BMW looks almost identical to its predecessor. Still, that's no bad thing, as the traditional three-box saloon design strikes a fine balance between upmarket kerb appeal and sporty intent. That's particularly true of our M Sport test car, which benefits from a subtle bodykit and 18-inch alloy wheels, although the car in our pics rolls on 19-inch rims, part of the £2,575 M Sport Plus pack.

If exterior changes are low key, the tweaks to the interior are virtually non-existent. There's a revised transmission tunnel with two cup-holders that can be hidden beneath a sliding cover, a larger storage area ahead of the gearlever... and that's about it. Extra trim options allow you to give the cabin a more bespoke feel, but otherwise you could be sitting in the old car.

Mind you, that means you still benefit from the same driver-focused and impeccably laid out dashboard and low-set driving position. Plus, as you'd expect, fit and finish are excellent, while all the materials used are straight from the top drawer.

There are few complaints about the amount of standard kit, either. All models now come with sat-nav, plus climate control, a DAB radio and Bluetooth connectivity. Our M Sport model adds desirable features such as leather seat trim and parking sensors. And while it can't quite match the XE for gadgets, it is around £1,000 cheaper to buy.

Driving 4.5/5

THE 3 Series has always set the class standard for driving dynamics, and this new model is no exception. Strong performance and agile handling are expected, but refinement and comfort are a bonus.

Behind the 320d's trademark double-kidney grille is a heavily revised 2.0-litre diesel that pumps out a healthy 187bhp – that's 9bhp up on the Jag's output. The BMW's lower kerbweight of 1,505kg combined with its eight-speed automatic transmission do give the car an edge in the 0-60mph sprint – it was over a second faster than the XE at the test track, taking 7.1 seconds. However, the battle was a lot closer during our in-gear assessments, where the 3 Series was slightly hobbled by its 30Nm torque deficit. Even so, our pair were evenly matched.

Away from the track, there's virtually nothing to separate the BMW and Jag. The 3 Series' engine sounds a touch gruffer at idle than its rival's unit, but it pulls strongly and revs keenly to the 5,000rpm red line. Yet it's the muscular mid-range pace that really impresses, as it allows you to breeze past slower

Testers' notes

"BMW has tweaked the 3 Series' suspension and steering, so it handles and rides better than ever, while the overhauled engines still set the standard for performance. However, perhaps the brand should have worked a little harder on the car's engines, and in particular the emissions. The 320d is cleaner than before, but CO₂ emissions of 116g/km are nothing to write home about, particularly in a class dominated by fleet sales."

 **James Disdale** Road test editor

traffic with ease. Better still, the strong performance means that you'll spend less time on straights before you get to a corner – and thanks to some tweaks to its suspension and steering, this is where the 320d excels.

Here, the balanced rear-wheel-drive handling, well weighted and progressive steering and strong grip combine to deliver serious driving fun. The XE gets close, but it can't match the BMW for involvement. Plus, you can adjust the steering and throttle settings using the four-stage Drive Performance Control, although the EcoPro mode severely blunts responses.

Still, the 3 Series' poise and pace don't come at the expense of comfort. Our test car was fitted with the excellent £515 adaptive dampers, which deliver a supple ride in Comfort, yet tense up for rock-solid body control in Sport mode. Impressively, these sporty credentials don't affect refinement.

Ownership 4.1/5

BMW has always traded on its strong reputation for quality and durability, and this is backed up by our Driver Power 2015 satisfaction survey, with owners placing the brand a respectable 14th out of 32. Yet the pre-facelift 3 Series slumped from 14th place in 2014 to 51st this year. Drivers rated the car's handling, reliability and running costs, but were less impressed by its practicality. Yet it's the brand's dealers that are in biggest need of improvement, as they finished our poll in 23rd – 20 places behind Jaguar's network.

The outgoing 3 Series was awarded five stars by Euro NCAP, with all versions getting six airbags, stability control and adaptive brake lights. However, you'll have to pay £660 for road sign recognition and lane departure warning (both standard on the Jag), while autonomous emergency braking comes as part of the £620 adaptive cruise control package.

Running costs 4.0/5

CARS like the BMW are aimed squarely at business users, so they need to make plenty of sense on the bottom line. Tweaks to the 2.0-litre diesel mean that CO₂ emissions have dropped by 4g/km to 116g/km, but even though the 3 Series is cheaper to buy, it's still the more costly company car choice here. Higher-rate earners will face an annual Benefit in Kind bill of £2,821, which is £183 more than for the Jaguar.

There's bad news for private buyers, too, as our experts have calculated the 320d will retain 45.2 per cent of its value after three years; the XE will hold on to nearly 50 per cent. On the plus side, BMW offers a five-year servicing plan on the 3 Series, and we recorded an impressive 53.4mpg at the pumps.



M Sport

SUBTLE bodykit and five-spoke, 18-inch alloys give M Sport-spec 3 Series a menacing look – and it delivers on this promise on the road. BMW is sharp off the mark and handles impeccably



BMW 3 Se





ries



CO₂/tax
116g/km
£30 or 21%



Practicality
Boot capacity
480 litres



Performance
0-60/30-70mph
7.1/6.8 seconds



Braking
70-0/60-0/30-0mph
51.3/36.4/9.4m



Running costs
53.4mpg (on test)
£63 fill-up



Space

BMW offers good rear leg and headroom, while 480-litre boot is well shaped

Storage

HIDDEN cup-holders are one of few cabin tweaks, yet it's still stylish and well built



Practicality 4.0/5

DESPITE more compact external dimensions, the BMW actually has the upper hand when it comes to practicality. Middle space in the rear is compromised by an intrusive transmission tunnel in both cars here, but the 3 Series offers a fraction more head and legroom to occupants sitting on either side. It's a similar story up front, where the driver and front seat passenger feel less hemmed in than in the XE.

The 320d also has an advantage when it comes to carrying capacity. Not only is there more boot space at 480 litres, the load area is better shaped with a slightly larger opening. Elsewhere, there's decent storage, including a large glovebox, handily shaped door bins and cubbies in the centre console.

Testers' notes

"The 320d M Sport is well equipped, but if you've got the cash, there's a huge range of options to choose from. However, if you have to pick just one, then the £515 adaptive damper set-up is worth every penny."



Dean Gibson Dep. road test editor

MODEL TESTED: Jaguar XE 2.0 (180) R Sport

PRICE: £34,775 ENGINE: 2.0-litre 4cyl, 178bhp

AF THE Jaguar XE has made an instant impact on the compact executive class. Six years after its underachieving X-Type predecessor slipped from the price lists, the XE went straight into the winners' circle by scooping the compact executive trophy at our 2015 New Car Awards. Featuring eye-catching looks, a classy interior, excellent refinement and low running costs, the baby Jag is as desirable as it is economical. Here, we get behind the wheel of the 178bhp 2.0-litre diesel in £34,775 R Sport trim.

Styling 4.3/5

IF you want to stand out in the corporate car park, then look no further than the XE. Sleek lines, perfect proportions and neat detailing give the Jaguar an edge over the BMW 3 Series when it comes to kerb appeal. The small saloon shares its cues with the brand's larger XF, which means you get the same swept-back headlamps, gaping grille and low-slung roofline. And while there are hints of Audi's A5 in the tail treatment, the sleek and graceful XE is distinctive compared to its more conservative German rivals.

R Sport models like ours get extra visual aggression courtesy of a neatly integrated bodykit, a smattering of R logos and menacing gloss-black trim for the window surrounds and front grille. The combination of a high waistline, a shallower glass area and an imposing transmission tunnel means that you feel instantly more cocooned in the Jag than in the BMW.

The slickly styled dashboard is dominated by a large touchscreen that controls the sat-nav and infotainment functions, while the major instruments are clustered under a racy-looking cowl ahead of the driver. Traditional Jaguar touches include the rotary gear selector that glides up from the transmission tunnel when the ignition is switched on.

Yet while it looks good, the layout isn't quite as user-friendly as the BMW's, plus it doesn't feel as robust. Still, most of the materials have a premium look and feel, while details such as the stitched dashtop help create an upmarket ambience.

As you'd expect at this price, standard kit is good: it includes leather-trimmed and heated seats, sat-nav, dual-zone climate control and bi-xenon headlamps.

Driving 4.2/5

JAGUAR has always traded heavily on its heritage of blending performance with cosseting comfort, and happily the XE delivers on this front. At the heart of its appeal is the brand's new line-up of Ingenium diesel engines, currently available with either 161bhp or 178bhp outputs.

The new 2.0-litre is smooth and responsive, but as it's 9bhp less powerful and the car is 60kg heavier than the BMW, the XE couldn't quite match its rival in the 0-60mph sprint. The results were far closer during our in-gear tests, where the Jag was able to use its 30Nm torque advantage to equal the 320d. Head out on the road, however, and the performance differences between our duo are barely detectable – both feel brisk and deliver effortless mid-range acceleration.

Even so, the Jaguar has the upper hand for refinement, as its Ingenium diesel is quieter at idle and better isolated when worked hard. There's further praise for the eight-speed automatic gearbox, which delivers silky-smooth shifts when left to its own devices and crisp gearchanges via the steering wheel-mounted paddles – although it's not quite as

Testers' notes

"When it comes to head-turning kerb appeal, the XE R-Sport takes some beating. A subtle bodykit, 18-inch alloys, gloss-black trim and a sprinkling of R badges give the Jag visual menace. Yet the trade-off for this racy image is a firm low-speed ride that undermines the car's otherwise excellent refinement. Softer SE, Prestige and Portfolio models soak up bumps without damaging the car's balanced handling."



James Disdale Road test editor

responsive as the 320d's unit. Point the XE's nose down a twisting back road, and it's clear it can't quite match the BMW for driver involvement, but it's not far off.

The Jag's steering doesn't offer much feedback, yet it's extremely quick and direct, plus there's plenty of grip. Dynamic mode alters the steering weighting, throttle response and shifting strategies, plus it turns the dials a menacing red. However, the steering feels heavy and sticky in the sportiest setting, so it's best left in normal. Also, push hard through corners and the car is more unsettled than the rock-solid 3 Series.

As you'd expect, the XE is a refined and comfortable cruiser. The standard sports suspension soaks up bumps and undulations well, but the stiffer set-up gives the ride a firm edge around town. It's far from uncomfortable, but lower-specification versions are far smoother without sacrificing much agility.

Just as impressive is the Jag's noise insulation. Not only is the diesel muted throughout the rev range, road roar and wind noise are as effectively subdued as in the BMW – as our figures at 70mph suggest.

Ownership 4.4/5

THE XE has only just arrived in UK showrooms, but if Jag's excellent record in our Driver Power satisfaction surveys is anything to go by, then you can expect hassle-free ownership. The brand finished second overall in our 2015 poll, with owners praising its cars' reliability and quality. And in the unlikely event of any problems, you can be assured of great service, as Jag's dealers finished third in the same study.

Another plus point is the exec's safety credentials. Euro NCAP hasn't yet tested the XE, but all versions get six airbags, stability control and autonomous emergency braking, while options include the £2,610 Highway pack that adds a head-up display, blind spot monitoring and reverse traffic alert.

Running costs 4.3/5

WITH Jag keen to make an impact on the lucrative fleet market, it's no surprise to find the XE is wallet-friendly to run. Even with an automatic transmission and large 18-inch alloys, the car emits just 111g/km of CO₂. And although it's more expensive than the 3 Series, at £34,775, it will save higher-rate earners around £200 a year in Benefit in Kind bills.

Private buyers will also be encouraged by the XE's solid predicted residuals of 49.3 per cent, while there's also a BMW-matching servicing pack that covers five years of maintenance for £475. The only real disappointment is fuel consumption, as we returned a rather lacklustre 44.7mpg on test.



Jaguar XE



Practicality 3.6/5

ONE area where the XE loses ground on the rest of the class is space. Despite large external dimensions, the Jag actually has less room inside. Occupants in the back get a bit less head and legroom than in the BMW, while there's also fractionally less space up front.

Still, the combination of a high waistline and transmission tunnel means the interior feels cosy rather than cramped. The XE also trails the BMW for storage. Its door bins and glovebox are smaller, while the large centre armrest between the front seats lifts to reveal a small cubby area. Plus, the 455-litre boot is 25 litres down on the BMW's, isn't as well shaped and suffers from intrusions.

**CO₂/tax**

111g/km

£20 or 20%

**Practicality**

Boot capacity

455 litres

**Performance**

0-60/30-70mph

8.2/8.0 seconds

**Braking**

70-0/60-0/30-0mph

48.0/34.4/9.0m

**Running costs**

44.7mpg (on test)

£62 fill-up

HEAD TO HEAD**Benefit in kind**

LOW running costs are essential for fleet-targeted models like our duo. The Jag is the cheaper choice for business users – it's more expensive to buy, but claims lower CO₂ emissions.

Drivers looking to save can go for a 161bhp 2.0 XE, at £29,775, which emits 99g/km. The 320d EfficientDynamics Plus has the same CO₂, yet costs £30,485.

**Practicality**

THE Jag may be slightly bigger on the outside, but its cabin is a touch more cramped, while the boot is 25 litres smaller and awkwardly shaped. Not only is the 3 Series' boot bigger, buyers wanting even more space can opt for the Touring estate that features a 495-litre capacity.

**Refinement**

DESPITE 18-inch rims and auto gearbox, XE is refined on the move. Steering is direct and engaging, too. However, 455-litre boot is poorly shaped

Performance

AT the track, the BMW had a small advantage over the Jaguar, due to its superior power and lower kerbweight. But there's little to separate the two in the real world. Both feel a great deal faster than their humble diesel underpinnings would suggest.

Interior

INFOTAINMENT system dominates the Jag's slick dash, yet overall cabin layout isn't the easiest to get along with. Middle seat space in rear is hindered by transmission tunnel

**Testers' notes**

"The XE looks every inch the premium product, but our test car didn't feel as solidly built as you'd expect. The centre console surround wasn't properly fixed in place and the plastic cover for the tailgate latch came adrift."



Sean Carson Senior road tester

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Figures

	Jaguar XE 2.0 (180) R Sport Auto	BMW 320d M Sport Auto
On-the-road price/total as tested	£34,775/£37,750	£33,635/£40,120
Residual value (after 3yrs/30,000)	£17,144/49.3%	£15,203/45.2%
Depreciation	£17,631	£18,432
Annual tax liability std/higher rate	£1,319/£2,638	£1,410/£2,821
Annual fuel cost (12k/20k miles)	£1,356/£2,260	£1,135/£1,892
Ins. group/quote/road tax band/cost	27/£526/B/£20	32/£579/C/£30
Servicing costs	£475 (5yrs/50k)	£475 (5yrs/50k)
Length/wheelbase	4,672/2,835mm	4,633/2,810mm
Height/width	1,416/1,850mm	1,416/1,811mm
Engine	4cyl in-line/1,999cc	4cyl in-line/1,995cc
Peak power	178/4,000 bhp/rpm	187/4,000 bhp/rpm
Peak torque	430/1,750 Nm/rpm	400/1,750 Nm/rpm
Transmission	8-spd auto/rwd	8-spd auto/rwd
Fuel tank capacity/spare wheel	56 litres/£150	57 litres/run-flats
Boot capacity	455 litres	480 litres
Kerbweight/payload/towing weight	1,565/585/1,800kg	1,505/575/1,800kg
Turning circle	12.0 metres	11.3 metres
Basic warranty (miles)/recovery	3yrs (unlimited)/3yrs	3yrs (unlimited)/3yrs
Service intervals/UK dealers	21,000 miles (2yrs)/97	Variable/153
Driver Power manufacturer/dealer pos.	2nd/3rd	14th/23rd
Euro NCAP: Adult/child/ped./assist/stars	N/A	95/84/78/86/5*
0-60/30-70mph	8.2/8.0 seconds	7.1/6.8 seconds
30-50mph in 3rd/4th	2.9/3.3 seconds	2.7/3.2 seconds
50-70mph in 5th/6th/7th/8th	4.5/5.5/7.1/11.3 secs	4.1/5.5/6.9/12.5 secs
Top speed/rpm at 70mph	140mph/1,700rpm	146mph/1,700rpm
Braking 70-0/60-0/30-0mph	48.0/34.4/9.0m	51.3/36.4/9.4m
Noise levels outside/idle/30/70mph	76/47/59/68dB	67/47/58/68dB
Auto Express econ (mpg/mp1)/range	44.7/9.8/551 miles	53.4/11.8/670 miles
Govt urban/extr-urban/combined	55.4/76.4/67.3mpg	56.5/74.3/67.3mpg
Govt urban/extr-urban/combined	12.4/16.8/14.8mpl	12.4/16.3/14.8mpl
Actual/claimed CO ₂ /tax bracket	169/111g/km/20%	142/116g/km/21%
Airbags/Isofix/park sensors/camera	Six/yes/rear/ £530	Six/yes/yes/ £330
Auto box/stability/adaptive cruise	Yes/yes/£1,500	Yes/yes/£620
Climate control/leather/heated seats	Yes/yes/yes	Yes/yes/ £325
Met paint/xenons/sunroof	£620 /yes/£1,000	£645/£710 (LED) /£895
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes	Yes/yes/yes/yes
RESIDUALS		
EAGERLY anticipated XE is in strong demand, which is reflected in excellent predicted residuals of 49.3 per cent after three years.		
DRIVER POWER		
OWNERS are full of praise for their Jaguars, placing the brand second overall in our Driver Power 2015 satisfaction survey. Dealers are equally highly regarded, finishing third.		
NOISE		
OUR figures show that there's virtually nothing between our duo for refinement. They delivered virtually identical low noise figures at 30 and 70mph.		
POWER		
BY reducing the internal friction within the 2.0-litre diesel, engineers have increased power from 181bhp to 187bhp, while torque has been boosted by 20Nm to 400Nm.		
PERFORMANCE		
THE upgrades to the diesel engine have had a positive effect on performance, and the 320d set the pace at our test track.		
OPTIONS		
SAT-nav is standard, while leather trim features on M Sport model. However, you'll have to fork out £1,150 for LED headlamps and heated seats.		

Results

JAGUAR

THIS is the closest road test verdict of 2015, but the XE takes the victory by the very narrowest of margins. It's not quite as good to drive as the refreshed BMW and it's not quite as roomy, but the characterful Jaguar's sleek looks, luxurious interior, top-notch refinement, long equipment list and lower running costs are hard to ignore.



1st

BMW

If you're a keen driver, then the 3 Series is still the pick of the compact executive class. All the improvements to the chassis and engines have made it faster and sharper to drive, plus they've boosted refinement, too. Yet it can't match the Jaguar's low running costs and standard kit list, plus it lacks its rival's valuable safety aids.



2nd

*Euro NCAP figures for pre-facelift model. In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

COMING SOON

Is it worth waiting for this model?



Audi A4

DUE: October **PRICE:** from £28,000 (est)
ENGINE: 2.0 4cyl diesel, 148bhp

UNDERPINNED by Audi's lightweight MLB Evo platform, the handsome new A4 is fast, great fun to drive and frugal. It's also beautifully finished and spacious inside. The Jaguar XE and BMW 3 Series need to watch their backs.



Deals & discounts

Facts, figures and advice
powered by [carbuyer.co.uk](#)



IT'S only just hit showrooms, but already BMW is offering attractive finance deals on the new 3 Series. The only model currently listed on the brand's Select Finance scheme is the 318d M Sport, which you can choose to run on a personal contract plan for two, three or four years.

Go for the latter, and you'll pay £299 a month with a deposit of £5,699. Although that's a lot of cash, BMW will contribute £4,588, while the APR is a decent 5.4 per cent. After 48 months, you can pay £10,722 to keep the car, hand it back or use its value as a deposit on a new model.

Jaguar is advertising equally attractive deals on the XE, and you can get behind the wheel of the R Sport model for £376 a month over three years with 4.9 per cent APR. You'll need a £5,999 deposit, yet Jag will put down £1,903 towards this, while there's an optional final payment of £14,560.

If you're looking for a cash discount, then specialist broker [broadspeed.com](#) can offer a 320d M Sport auto for £27,032 – a saving of £6,603. The deals aren't as generous on the Jag, with the same company able to cut £3,683 from the price of our R Sport.



What do you think?
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Road tests

Skoda Superb Estate vs rivals



Pictures: Otis Clay Location: Bruntingthorpe Proving Ground, Leics



Loads better?

Skoda's new Superb Estate is bigger and more stylish, but is that enough against rivals from Toyota and VW?



Skoda Superb Estate 1.6 TDI SE Business

Price: £22,790

Engine: 1.6-litre 4cyl turbodiesel, 118bhp

0-60mph: 9.9 seconds

Test economy: 54.2mpg/11.9mpl

CO₂: 109g/km **Annual road tax:** £20



Toyota Avensis Touring Sports 1.6 D-4D Business Edition

Price: £23,175

Engine: 1.6-litre 4cyl turbodiesel, 110bhp

0-60mph: 10.8 seconds

Test economy: 48.9mpg/10.8mpl

CO₂: 110g/km **Annual road tax:** £20



Volkswagen Passat Estate 1.6 TDI SE Business

Price: £25,665

Engine: 1.6-litre 4cyl turbodiesel, 118bhp

0-60mph: 10.0 seconds

Test economy: 53.0mpg/11.7mpl

CO₂: 107g/km **Annual road tax:** £20

AG SKODA knows a thing or two about building practical and versatile estate cars. The previous-generation Superb was one of the biggest family holdalls on sale, and the all-new model aims to build on its reputation.

Not only does the new Superb have more space, it's packed with useful touches to make the most of the room available. Power is from a range of efficient petrol and diesel engines, while it's also been given a style makeover.

But it isn't the only new estate on the block, as Toyota's just launched the updated Avensis Touring Sports. It, too, has been given a design update, plus more efficient engines and safety tech. To find out how these new cars perform, we've lined them up against our current champ: the Volkswagen Passat. We test all three in their respective business trims with 1.6-litre diesel power, so we'll be paying close attention to their running costs, as well as their practical sides.

MODEL TESTED: Skoda Superb Estate 1.6 TDI

PRICE: £22,790 ENGINE: 1.6-litre 4cyl, 118bhp

AF WHILE the Skoda Superb is in its third generation, this is only the second time an estate has been offered. However, it's popular with buyers, as the last version accounted for over 60 per cent of sales. The new model is likely to have a similar slice of the market. Here we test the company car tax-friendly SE Business model with 1.6 TDI power.

Styling 4.6/5

PREVIOUS versions of the Skoda Superb have foregone fashion in favour of practicality, but the latest model offers the best of both worlds. The Estate shares the same low nose and rakish lines as the hatch, and it looks far sleeker than its predecessor. The estate's extended roofline includes a pair of silver roof rails, while the tailgate features the same sharp light design as the hatch.

There are bold creases on the bodywork, and the wheelarches have defined arches that closely follow the curve of the front wheels. SE models feature conventional halogen headlamps, but you can upgrade to full LED lights. It's one of a number of smart features dotted around the car. Other highlights include a wiper that sweeps the rear window automatically when the front wipers are on, while the radar sensor for the adaptive cruise control is integrated neatly into the grille.

Inside, the Superb uses design cues familiar to other Skodas, but there is a distinct step up in quality when compared to the rest of the range. The uncluttered layout is a lesson in simplicity, and the white and green graphics give it a classy look. Some of the dark coloured upholstery can make the cabin seem a little dull, although the excellent space on offer means this isn't too much of an issue.

Driving 4.5/5

IN the past, the idea of such a large estate car being powered by a 1.6-litre engine would have seemed a touch ridiculous, but engine development has progressed to a level that means the Superb's 1.6 TDI is suitable for most needs. This diesel is shared with the Passat, so it's no surprise that the cars recorded similar performance figures. We managed 0-60mph in 9.9 seconds in the new Superb, which was over a second faster than Skoda's claimed 0-62mph time of 11 seconds exactly, and a tenth ahead of the VW's.

It was a similar story through the gears, while in-gear acceleration was on a par with the Passat's, too. The 1.6 TDI now comes with a six-speed box, so it makes better use of the 118bhp on offer, and the engine is responsive from low revs, so when you're on the move, it's only really at higher speeds that the engine feels down on power.

Still, it's no hardship to shift down to boost acceleration, as the transmission has a smooth action. However, if you're planning to carry heavy loads on a regular basis, or will be making the most of the Superb's towing ability, you might still want to consider the more powerful 2.0 TDI for an easier time.

Like other new models launched by the VW Group, including the Passat tested here, the latest Superb uses the MQB platform, and it delivers a first-class driving experience. Despite its size, it delivers nimble handling that hides the car's bulk extremely well. The chassis is tuned for sporty handling, so the car feels more alert in bends than the Passat, while the XDS electronic diff boosts agility in corners. Thankfully, this handling finesse doesn't

Testers' notes

"Skoda has made no secret it's aiming to make an impact on the fleet market with the new Superb. The brand has the Vauxhall Insignia and Ford Mondeo in its sights, and with efficient engines, a strong standard kit list and fantastic predicted residuals of 50 per cent, this SE Business model is sure to turn the heads of fleet managers. Thankfully, the Superb's talents run deep, and it will be equally appealing to private buyers."



James Disdale Road test editor

come at the expense of comfort, and the Superb is a relaxing long-distance cruiser. Bumps are ironed out with ease and the standard-fit adaptive cruise control takes some of the strain out of motorway driving.

Practicality 4.9/5

IF you crave boot space above all else, then the Superb Estate is all the car you'll ever need. There's 660 litres on offer, which is 10 litres up on the Passat, while folding the seats liberates 1,950 litres of space. That's a healthy 170 litres more than the Passat offers.

But the Superb isn't just about sheer volume, because there are lots of neat touches to go with it. There are two pieces of plastic trim in the boot sides that have a Velcro finish, so you can stick them on the boot carpet to stop smaller items from rolling around, while the interior boot light doubles as a torch and is charged up when mounted in its holder.

What's more, Skoda has plenty of options to boost versatility further. There's keyless opening with a wave of your foot under the back bumper for £550, a variable boot floor (£150), boot partition screen (£150), retractable parcel shelf (£120), fold-flat front passenger seat (£100) and a towbar (£765).

You get plenty of rear legroom, even when the front seats are slid all the way back, while the back seat is wide enough to seat three adults with ease. If you're not using the middle chair, the armrest folds down and features a slot for an optional tablet holder. Up front, there's also plenty of space to get comfortable, while the logical dash layout and large glass area help to make the Superb easy to drive.

Ownership 4.4/5

SKODA is a front-runner when it comes to customer service, so if you should experience any problems with your car, you can expect first-class treatment from your local franchise. The brand came seventh in our Driver Power 2015 satisfaction survey, although Toyota finished five places ahead, but both were well ahead of VW in the dealer ranking.

The third-generation Superb has just launched, and it will need to impress if it's going to perform as well as its predecessor in our Driver Power survey. The Mk2 dropped to 12th in the current rankings after a string of top-three finishes in the past three years, but it was still the highest placed family car.

One highlight of the new Superb is its five-star Euro NCAP crash test rating. Seven airbags and front and rear parking sensors are standard, while optional safety kit includes xenons (£1,295), lane and blind spot assist (£850) and traffic sign recognition (£85).



Skoda Sup





On the road

DESPITE its size, Superb offers nimble handling and is agile in corners. Well defined creases give rakish appearance

Superb Estate



CO₂/tax
109g/km
£20 or 19%



Practicality
Boot (seats up/down)
660/1,950 litres



Performance
0-60/30-70mph
9.9/9.6 seconds



Braking
70-0/60-0/30-0mph
47.3/34.6/8.9m



Running costs
54.2mpg (on test)
£77 fill-up



Running costs 4.6/5

At £22,790, the Superb Estate 1.6 TDI SE Business is a huge £2,875 less than the Passat. It gets a similar amount of kit, with sat-nav, adaptive cruise, part-leather seats and climate control included.

A 19 per cent Benefit in Kind rating is the same as the VW's, but that lower list price means higher-rate users will pay £218 a year less in tax, while all three cars cost £20 in road tax. Depreciation of 50 per cent is attractive for private buyers, too. We managed 54.2mpg on test, and with a 66-litre fuel tank, the Superb can travel around 790 miles between fills; enough to drive from London to Madrid on a tank!



Interior

DASH layout is simple, and everything feels solidly built. Rear passengers get their own air vents, as well as plenty of space



Testers' notes

"There aren't many niggles with the Superb Estate, but if we had to nit-pick, the step in the boot floor when the back seats are folded is a bit of an annoyance. Its rivals have flat floors as standard, and if you want the same in the Superb, you have to add the £150 optional variable boot floor."

Dean Gibson Dep. road test editor

MODEL TESTED: Toyota Avensis Touring Sports 1.6 D-4D

PRICE: £23,175 ENGINE: 1.6-litre 4cyl turbodiesel, 110bhp

AF THE Toyota Avensis has been around for a few years, and much like the Superb, the estate has taken the lead over the saloon model when it comes to sales. This update sees the estate's name change from Tourer to Touring Sports – to match the smaller Auris – and here we test the facelifted version in 1.6 D-4D Business Edition guise.

Styling 3.8/5

THE Avensis has never set the world on fire with its looks, but the extended roofline of the estate model helps to give it a more attractive appearance than its saloon counterpart. Toyota's engineers have concentrated on the nose for this latest Avensis, updating it with a fresher look. The pointed grille and sweeping headlights give it a face that makes it hard to distinguish from the smaller Auris hatch when viewed head-on.

That nose also has a hint of the MG6 about it, but there's no mistaking the estate in profile, with its rising waistline and the distinctive sculpting of the lower doors. Like its rivals here, the Avensis Touring Sports gets roof rails, but they're only slightly raised above the roofline, which boosts aerodynamics.

At the rear, the tailgate has an angular shape, with an upright lower section and rakish glass area, while the slender tail-lamps wrap around the rear corners and are connected by a piece of silver trim that stretches across the tailgate and features a large Toyota badge. Overall, the Avensis Touring Sports is smart, but doesn't really have the visual impact of the sharp new Superb.

Climb inside, and although the Avensis benefits from a new dashboard design, it has to play second fiddle to the Skoda and VW on quality. The dash layout is smart, and features a full-colour TFT trip display between the dials – similar to what you'll find in a Lexus – while the colour touchscreen for the infotainment system helps reduce dash clutter.

However, the graphics are a bit blocky compared to the systems found in the Skoda and VW, while some of the plastic buttons feel a bit brittle. The shiny silver plastics are a bit of a disappointment, too, but they do brighten the cabin up a bit. Still, everything feels well built, and the Avensis should be able to withstand plenty of hard use without fuss.

Like the business versions of the Superb and Passat, the Avensis Business Edition has plenty of kit, so that eight-inch touchscreen incorporates sat-nav and a DAB radio, while Bluetooth and climate control are also included. Yet, unlike its rivals, the options list isn't very long, and while you get cruise control as standard, there's no adaptive cruise option.

Driving 3.9/5

FIRE up the Toyota's BMW-sourced 1.6 D-4D diesel, and you're greeted by more of a rattle than with the 1.6 TDI found in the Skoda and VW. This clatter is reasonably well insulated inside, and things did smooth out once on the move, although there was a bit more vibration to be heard at idle.

Toyota claims a 0-62mph time of 11.7 seconds for the 110bhp diesel; we managed to better that with a best 0-60mph time of 10.8 seconds, although this was nearly a second slower than the more powerful Skoda. It was a similar story through the gears, with a 30-70mph time of 10.9 seconds. In-gear acceleration was also behind, even though the Avensis had 270Nm of torque, which is 20Nm up on either rival here. In

Testers' notes

"The Avensis feels like an old-school estate next to its rivals here. It's more about function than form, but while this facelift has added extra kit to make it attractive, the basic car hasn't got any bigger, so it can't compete with its rivals for boot space, legroom or versatility. On the plus side, the tweaks Toyota has carried out to the chassis have helped make the Avensis more engaging to drive, although it still plays second fiddle here."



James Disdale Road test editor

isolation the car feels quick enough, although it's not particularly engaging to drive. Like other Toyotas, the controls are all light, although the company has improved the driving experience over its predecessor. The steering has a light touch, but there's a reasonable amount of feedback, while the gearshift is slick enough to perform changes with a single finger.

There's plenty of grip in corners, although body roll is more pronounced than it is in the Skoda or VW, and the Toyota doesn't like to change direction as readily as its rivals. It tends towards understeer more readily, too, but if you take things easy, the suspension does a good job of soaking up bumps.

Practicality 4.6/5

THE Avensis Touring Sports has only been revised, so boot space is the same as it was on the pre-facelift car. As the Toyota is smaller than either rival here in terms of length, width and wheelbase, it's no surprise to find it lags behind when it comes to room.

The 543-litre capacity is 117 litres behind the Skoda, and with the back seats folded, the 1,609-litre maximum trails by a substantial 341 litres – that's as much space as you'll find in the boot of a compact family hatch. Still, some of the useful touches you'll find on board help to compensate for this.

The back seats are light and easy to fold, and they leave a flush boot floor that's completely flat, too. Also, the Toyota gets lashing eyes and a grab handle that sit flush with the floor, while the floor itself lifts to reveal a space saver spare wheel – spare tyres are optional on its rivals. The shorter wheelbase ensures back seat space isn't as good as in the other cars here, while the narrow body means the rear will be a bit of a squeeze for three adults – although the flat floor means the middle seat occupant has room for their feet. At least it's easy to get comfortable up front, with soft cushions, plus plenty of seat and steering wheel adjustment.

Ownership 4.8/5

TOYOTAS are usually safe and reassuring choices, as the brand's cars are very reliable and perform well in ownership surveys. The Avensis isn't a big seller, so didn't appear in this year's Driver Power survey, but it's backed by a five-year warranty, and Toyota's garages finished second in our dealer chart.

The Avensis was tested by Euro NCAP in 2009, and while it earned five stars, the test is far tougher now, so its scores can't be compared with the newer cars it's up against here. Still, Toyota has added new safety kit in the form of brake assist, pre-collision safety, lane departure warning and road sign recognition.



Fresh look

UPDATES to latest Avensis Estate have concentrated on nose, which now features sweeping headlights and pointed grille. Driving experience has improved, but there's more roll in corners than in Skoda or VW



**CO₂/tax**

110g/km

£20 or 20%

**Practicality**

Boot (seats up/down)

543/1,609 litres

**Performance**

0-60/30-70mph

10.8/10.9 seconds

**Braking**

70-0/60-0/30-0mph

47.4/34.4/9.6m

**Running costs**

48.9mpg (on test)

£70 fill-up



Toyota Avensis Touring Sports

Running costs 4.0/5

THE Avensis 1.6 D-4D Business Edition costs £23,175 – that's £385 more than the Superb. Kit is similar, but you do without part-leather seats or adaptive cruise. Toyota's options are limited, too, so if you want more equipment, you need to move up to a higher trim level.

We managed 48.9mpg on test, which was poorer than either rival here. A 110g/km CO₂ rating is 1g/km higher than the Superb's – although road tax is the same, at £20 a year. It's a more costly company car.

Factor in higher servicing bills and steeper depreciation predictions, and the Avensis isn't as financially rewarding as the Skoda.



Cabin

FULL colour TFT screen is nice touch and gearshift is very smooth, but rear space isn't as generous as Skoda's or VW's

Testers' notes

"If you want more kit, there's always the Business Edition Plus. It's £1,800 extra and adds leather, LED headlights and keyless entry, while top-rate Benefit in Kind tax is £1,994 – £50 more than for the Passat."

Dean Gibson Dep. road test editor

MODEL TESTED: Volkswagen Passat Estate 1.6 TDI

PRICE: £25,665 ENGINE: 1.6-litre 4cyl turbodiesel, 118bhp

AF WE were so impressed with the Volkswagen Passat Estate when we tested it in Issue 1,374 that we went on to give it the Best Estate prize at our 2015 New Car Awards. However, the car we tested there was the 2.0 TDI – can the 1.6 TDI win again when compared to the similarly powered Superb?

Styling 4.2/5

AS with Skoda, Volkswagen has a reputation for building solid-looking cars, although the latest Passat does have a bit of extra style compared to some of the company's other models. Designers have taken styling cues from the four-door CC, so the nose features a narrow grille that stretches wide between a pair of large headlamp clusters. These feature halogen bulbs, but like the Skoda, you can upgrade to smart LED lights to give the car a bit of a visual boost.

The subtle curves of the nose and front wings blend into a square body with distinctive creases running along the sides to the tail-lamps, while a discreet roof spoiler and rear windscreens surround boost the car's aerodynamics. To top it off, you get smart-looking, 17-inch, 10-spoke alloys and a pair of roof rails, which are finished in silver on SE-spec models and above. Overall, the Passat is an attractive car, but unless you go for bright silver or white, the palette of dark metallic paints on offer makes it look a little underwhelming.

It's a better story inside, because despite lots of dark-grey plastic, silver trim breaks up the monotony. Two strips of chrome vent trim stretch across the dashboard, while the analogue clock and silver dash inserts add a bit of interest. But even though the cabin has a high-quality feel, that's now something which the new Superb manages to match.

Neat touches in the Passat include a flock-lined glovebox and door bins, so loose items don't rattle about when you're on the move, while the piano-black trim on the steering wheel is a classy addition. SE Business models get sat-nav and Bluetooth as standard, and the touchscreen is easy to use, although again, the Superb has similar practical touches and uses the same infotainment system, too.

Driving 4.4/5

LIKE the Superb, the Passat Estate is powered by a 118bhp diesel, and it's also based on the same MQB platform, albeit with a slightly shorter wheelbase and track, so it's no surprise that the two cars were closely matched for performance.

We managed 0-60mph in 10 seconds exactly – a tenth behind the Superb, but a second faster than VW's claimed 0-62mph time. In-gear performance was slightly ahead of the Superb, although that could be put down to the fact the Passat had more miles on the clock, so the engine would have been looser.

On the road, the Passat delivers an excellent mix of comfort and handling. Turn-in is eager with decent body control, but it's not as agile as the Superb in corners, although that would be remedied by adding the £185 XDS electronic differential. It's standard on the Skoda, and would help the VW to hold on to a tight line in corners and all but eliminate understeer.

Take it easy, and the Passat is supremely refined. There's very little engine noise, and the suspension soaks up lumps and bumps in town well. Head for the motorway, and the soft suspension, minimal tyre and engine noise and user-friendly standard

Testers' notes

"Volkswagen finds itself in a difficult situation when it comes to the market positioning of its respective brands. While VW and SEAT have distinct characters, the dividing line between the parent brand and Skoda is cloudier. While the latest Octavia and Fabia felt as if they had been pegged back to stop them bettering the Golf and Polo, here the Superb has been granted free rein and gives the Passat a hard run for its money."



James Disdale Road test editor

adaptive cruise control combine to make the car just as capable as the Superb as a long-distance cruiser.

Practicality 4.8/5

IT'S a given that the Passat Estate is a spacious family car, but while the 650-litre load space is big, it's 10 litres down on the Superb Estate's. Thankfully, the VW has a host of versatile touches to go with it.

The practical features start as soon as you open the tailgate, which is unlatched via the bootlid badge. An electric tailgate is a £365 optional extra, while hands-free power opening costs £595 – that's marginally more than the Skoda's similar set-up. The bottom part of the latch mechanism is covered by a flap to stop it scratching items during loading, and the load cover has a useful two-stage opening.

The boot floor is mounted on runners on either side of the load bay, and the floor can be positioned at two levels, with the upper setting leaving a flat floor when the back seats are folded. The floor is also hinged, while flexible panels hold it in position – if you want a variable boot floor on the Superb, it's £150.

Under the floor, there are slots to store the load cover when you need to use the 1,780-litre maximum capacity, while levers in the boot mean it's easy to fold the back seats. One niggle with the Passat is that the boot light is mounted in the roof, so at night you need to push the load cover back to light it up.

That 1,780-litre boot capacity reveals another drawback the VW has over the Skoda – there isn't as much room between the rear axle line and the front seats. The wide doors make access easy, but legroom isn't as good as it is in the Superb, while the middle seat suffers thanks to a transmission tunnel that gets in the way a bit. However, storage elsewhere in the car is good, with deep door bins, a big glovebox and decent centre console storage.

Ownership 3.9/5

THE Passat hasn't been tested by Euro NCAP as an Estate, but the saloon earned a five-star rating that will give buyers peace of mind. VW offers a variety of advanced safety kit, yet while adaptive cruise control and smart city braking are standard, lane departure warning and blind spot detection are optional.

The brand has a reputation for building reliable cars, and the MQB-based Passat should be relatively problem-free, but there have been a few reported cases of problems with the DSG box. Plus, owners lamented customer service at VW garages in our most recent Driver Power dealer survey, and the network came second last in the ranking as a result.



Stylish

CREASES along the side of the Passat add interest, and the neat tailgate spoiler helps aerodynamics. It's incredibly refined on the move and handles well, too

VW Passa



Running costs 4.0/5

OUR Passat 1.6 TDI SE Business costs £25,665, which is £2,875 more than the Superb. Standard kit includes sat-nav, front and rear parking sensors, adaptive cruise and part-electric seat adjustment, but the prices for options are higher than they are for the Skoda. Low emissions help the VW's company car costs, but higher-rate users will face an annual bill of £1,946, which is the priciest here.

We managed 53mpg on test, while a 59-litre fuel tank means you can travel around 690 miles between fills. Fixed-price servicing is £288 for two years, which is better value than Skoda's £479 three-year deal, although 46 per cent residuals are behind the Superb's.



t Estate



Inside

SILVER trim breaks up dark interior, but rear space isn't as good as in Skoda. Load bay is generous, though, and neat touches add flexible appeal



CO₂/tax

107g/km

E20 or 19%



Practicality

Boot (seats up/down)

650/1,780 litres



Performance

0-60/30-70mph

10.0/9.7 seconds



Braking

70-0/60-0/30-0mph

51.7/37.0/9.5m



Running costs

53.0mpg (on test)

£69 fill-up

HEAD TO HEAD

Boot space

SKODA wins the space race with its long wheelbase, which gives a load capacity of 660 litres, or 1,950 litres with the seats folded.

The Passat serves up 650 and 1,780 litres respectively, while the Avensis trails in third with 543 or 1,609 litres. But those cars have an advantage over the Superb due to their flush floors with the back seats folded.



Neat touches

SKODA has filled the Superb with lots of handy features. The familiar ice scraper is attached to the fuel cap, and an umbrella is stored in each front door. The boot light becomes a torch and the front cup-holder has a grippy rubber base so you can twist open a bottle cap single-handedly.



Tax costs

THE lowest P11D price and a 19 per cent Benefit in Kind rating combine to make the Skoda the cheapest company car. Higher-rate earners will pay £1,728 in tax, compared to £1,850 for the Toyota and £1,946 for the VW. The Superb has a similar level of kit, too.

Testers' notes

"Like the Superb, the 1.6 TDI Passat is a decent performer in most situations. But if you're going to be towing or carrying heavy loads, then you might want to consider the 148bhp 2.0 TDI for an easier life."



Sean Carson Road test editor



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Figures

	Skoda Superb Estate 1.6 TDI SE Business	Volkswagen Passat Estate 1.6 TDI SE Business	Toyota Avensis Touring Sports 1.6 D-4D Business Ed
On the road price/total as tested	£22,790/£31,195	£25,665/£25,665	£23,175/£23,670
Residual value (after 3yrs/36,000)	£11,400/50.0%	£11,755/45.8%	£9,525/41.1%
Depreciation	£11,390	£13,910	£13,650
Annual tax liability std/higher rate	£864/£1,728	£973/£1,946	£925/£1,850
Annual fuel cost (12k/20k miles)	£1,175/£1,958	£1,201/£2,002	£1,302/£2,170
Ins. group/quote/road tax band/cost	13/£624/B/£20	12/£652/B/£20	12/£646/B/£20
Cost of 1st/2nd/3rd service	£479 (3yrs/30k)	£288 (2yrs)	£169/£239/£169
Length/wheelbase	4,856/2,841mm	4,767/2,791mm	4,820/2,700mm
Height/width	1,477/1,864mm	1,477/1,832mm	1,480/1,810mm
Engine	4cyl in-line/1,598cc	4cyl in-line/1,598cc	4cyl in-line/1,598cc
Peak power/revs	118/3,500 bhp/rpm	118/3,600 bhp/rpm	110/4,000 bhp/rpm
Peak torque/revs	250/1,500 Nm/rpm	250/1,750 Nm/rpm	270/1,750 Nm/rpm
Transmission	6-spdr man/fwd	6-spdr man/fwd	6-spdr man/fwd
Fuel tank capacity/spare wheel	66 litres/£100	59 litres/£195	60 litres/space saver
Boot capacity (seats up/down)	660/1,950 litres	650/1,780 litres	543/1,609 litres
Kerbweight/payload/towing weight	1,410/640/1,500kg	1,410/650/1,500kg	1,505/535/1,600kg
Turning circle	11.1 metres	11.7 metres	10.8 metres
Basic warranty (miles)/recovery	3yrs (60,000)/3yrs	3yrs (60,000)/1yr	5yrs (100,000)/1yr
Service intervals/UK dealers	Variable/135	Variable/223	12,500 miles (1yr)/181
Driver Power manufacturer/dealer pos.	3rd/7th	22nd/30th	8th/2nd
Euro NCAP: Adult/child/ped./stars	86/86/71/5 (2015)	85/87/66/5 (2014)	90/86/53/5 (2009)
0-60/30-70mph	9.9/9.6 secs	10.0/9.7 secs	10.8/10.9 secs
30-50mph in 3rd/4th	4.4/6.6 secs	4.2/6.2 secs	5.0/8.1 secs
50-70mph in 5th/6th	9.3/13.6 secs	9.1/12.7 secs	10.5/14.4 secs
Top speed/rpm at 70mph	127mph/1,900rpm	127mph/1,900rpm	114mph/1,800rpm
Braking 70-0/60-0/30-0mph	47.3/34.6/8.9m	51.7/37.0/9.5m	47.4/34.4/9.6m
Noise outside/idle/30/70mph	60/45/61/67dB	63/44/61/67dB	64/47/58/66dB
Auto Express econ (mpg/mpf)/range	54.2/11.9/787 miles	53.0/11.7/688 miles	48.9/10.8/645 miles
Govt urban/extr-urban/combined	57.7/74.3/67.3mpg	58.9/76.3/68.9mpg	55.4/74.3/ 67.3mpg
Govt urban/extr-urban/combined	12.7/16.3/14.8mpf	13.0/16.8/15.2mpf	12.2/16.3/14.8mpf
Actual/claimed CO ₂ /tax bracket	140/109g/km/19%	143/107g/km/19%	155/110g/km/20%
Airbags/Isofix/park sensors/camera	Seven/yes/yes/£300	Seven/yes/yes/£310	Seven/yes/£495/yes
Auto box/stability/adaptive cruise ctrl	£1,400/yes/yes	£1,600/yes/yes	No/yes/no
Climate control/leather/heated seats	Yes/part/£250	£595/£1,795/£280	Yes/no/no
Metallic paint/xenons/power tailgate	£535/£1,295/£520	£540/£710 (LED)/£365	£495/no/no
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes	Yes/yes/yes/yes	Yes/yes/yes/yes
BIGGEST BOOT			
CLEVER packaging helps the Superb Estate take the lead in the space race, with 10 litres more room than the Passat with the seats in place.			
ACCELERATION			
AS you would expect, the Skoda and VW use the same engine, so we're level pegging for performance at our track, and well ahead of the less potent Toyota.			
OPTIONS			
YOU can spec up the Superb quite generously, with extras like a parking camera and heated seats; option prices are more reasonable than for the VW.			
OPTIONS			
YOU pay £710 for LED headlamps, or you can stump up £1,205 for premium LED daytime running and dynamic cornering lights.			
SERVICING			
THREE check-ups cost £677 in total – that's nearly £200 more than Skoda's three-year pre-paid service plan. Still, prices are fixed across Toyota's network.			
ECONOMY			
DESPITE having the same claimed fuel economy as the Superb, the Avensis couldn't match it in similar driving conditions during our test.			
EURO NCAP			
FIGURES are from 2009, when the Avensis originally launched. The new car features city safety and road sign recognition.			

Results

SKODA

IT'S a bit of a cliché, but the Superb Estate really is a superb estate. The sheer amount of boot and passenger space is attractive in its own right, but Skoda has added so many useful touches that really set the latest family car apart. Combine this with sharp new looks, low running costs and an attractive price tag, and the practical new Superb is a winner for private and fleet buyers alike.



1st

VW

THE latest Superb proves that whatever VW can do, Skoda can do better. While the Passat Estate is still a versatile, spacious, comfortable and user-friendly family car, it's edged in nearly every area by its cousin. The VW makes up for its slightly smaller boot by offering a flat floor with the seats folded, but this is cancelled out by the Passat's higher asking price.



2nd

TOYOTA

WITH cleaner engines, a better cabin layout, improved driving dynamics and, more importantly, loads of safety kit, the Avensis Touring Sports is a distinct step up over its predecessor. However, the car's fundamental design remains unchanged, so boot and cabin space trail both rivals here, and the Toyota is still no match for fun behind the wheel.



In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

NEW: Mazda 6 Tourer 2.2D (150) SE Nav
PRICE: £23,795 **ENGINE:** 2.2-litre 4cyl, 148bhp

LOWER-powered Mazda 6 Tourer is 30bhp more potent than the Superb, while 110g/km emissions mean tax costs fall between the VW and Toyota. Extra power aids towing, plus sharp chassis makes for fun driving.



USED: Mercedes E220 CDI SE Estate
PRICE: £22,750 **ENGINE:** 2.1-litre 4cyl, 175bhp

IF you want a Superb-rivalling boot, and you're prepared to buy used, try the E-Class Estate. Its 695-litre load area rises to 1,950 litres. We found a 26,000-mile facelift model with loads of kit for under £23,000.



SAME PRICE
Other options for similar money...



Volkswagen Golf GTE

FIRST REPORT Hybrid hatchback

more than exceeds our man's expectations



Steve Sutcliffe
mail@autoexpress.co.uk

AF If you're a true car enthusiast, the VW Golf GTE can't help but be intriguing, even if it isn't the last word in high-performance hot hatch motoring.

I've been running one for the last six weeks now to see if its hybrid personality might fit rather neatly into my life, or turn out to be an overpriced, under-engineered gimmick. And I've reached the conclusion that it's one of the smartest, most relevant hatchbacks money can buy right now.

Yes, the GTE Nav looks expensive at, wince, £35,520 – the standard GTE is £33,755 – but take the £5,000 Government grant into consideration and £30,520 no longer seems quite so painful, especially if you check out how much standard kit the car comes with (adaptive cruise control, air-con and sat-nav with an excellent 5.8-inch touchscreen).

What you're paying for with this car, though, is its hybrid drivetrain. It features a conventional 148bhp 1.4-litre turbo petrol engine, which is supplemented by a 101bhp electric motor to give a claimed output of 201bhp. Does it work? Yes it does, even if the performance of the GTE fails to truly

excite. The car feels smooth and rapid, yet doesn't knock you for six with its acceleration.

It also feels quite heavy and slightly under-damped if you fling it around like a proper GTI. But use it as a mile-muncher and forget the idea of reaching motoring nirvana on B-roads, and the GTE works brilliantly.

The refined six-speed twin-clutch transmission makes the VW an incredibly relaxing car to drive, thanks in no small part to the adaptive cruise. On one occasion when the roads were particularly quiet, I drove from Aston Martin's HQ in Warwickshire to my place in Hove on the East Sussex coast without having to touch the pedals once.

On journeys home of 100 miles or more, I found I could generate enough range by recharging on the move to drive the car in full E mode everywhere back in Hove. That much is curiously impressive, not to say convenient given that my lifestyle tends to involve either long motorway hauls or short town trips, and not an awful lot in between.

There are four charging points in my home town, all in prime parking locations. Local company Elektromotive runs a free scheme that enables anyone with an electric car to charge up at the points for nothing. Even so, most of them remain available a



GTE takes four hours to fully charge, but as the car can top up its range on the move, you can plug it in for 45 minutes and have enough to get on open road and recharge

lot of the time, so it's not exactly a trend to drive electric there just yet.

A full charge took four hours at a regular power point – two from a wall charger – but I found that even just 45 minutes at an Elektromotive point would put around 10 miles in the tank, which is enough to get back on to the open road and recharge.

The fuel consumption wasn't too great while recharging, however – less than 40mpg even with a fairly light foot – while in GTE mode, it would do about 42mpg. VW

claims the total range is over 30 miles, but in nearly 1,500 miles of motoring, I never saw more than 25 on the range indicator.

Flat out in E mode, the GTE would hit 80mph at our proving grounds, which is spooky when there's no noise other than that generated by the wind and the tyres.

Inside, the GTE is pure Golf, meaning it's one of the most well thought out hatchbacks around, with bags of space in the rear, plus a great pair of seats up front and a fine driving position.

Essentials

Volkswagen Golf GTE Nav

On fleet since:	July 2015
Price new:	£30,520 (including £5,000 Govt Grant)
Engine:	1.4-litre 4cyl petrol plus electric motor, 201bhp
CO ₂ /tax:	35g/km/£0
Options:	Dynamic Chassis Control (£830), keyless entry (£400), Winter Pack (£150)
Insurance*:	Group: 26 Quote: £XXX
Mileage/mpg:	3,650/41.7mpg
Any problems?	None so far

*Insurance quote from AA (0800 107 0680) for a 42-year-old living in Banbury, Oxon, with three penalty points.



WE LIKE Interior is pure Golf, which means a first-rate finish, neat layout and plenty of space, although hybrid extras reduce boot capacity to 272 litres



WE DON'T Hybrid drivetrain delivers strong performance and silent town running, but it doesn't come near matching Volkswagen's claimed fuel returns of 166mpg

Verdict

I REALLY did fall for the GTE during its six weeks in my hands, as it fitted in so perfectly with my motoring lifestyle. And the most impressive part of all is how smoothly the electric tech is integrated with the car's conventional drivetrain. The GTE is expensive, but it works a treat.



"Inside, the GTE is pure Golf – one of the most well thought out hatchbacks around"



POWER

Golf isn't the fastest hatch around, but it's quick enough and has wowed us at different tracks by hitting 80mph in near silence



CO₂/tax
39g/km
£0 or 5%



Practicality
Boot (seats up/down)
272/1,162 litres



Electric drive
Power/claimed range
101bhp/31 miles

Second opinion

"I'll probably sound like a broken record here, but you need to make sure a plug-in hybrid fits in with your driving lifestyle before taking the plunge. If you mainly do short hops with the odd long-haul journey, then these models work brilliantly and could save you lots of money in fuel. Higher-mileage drivers should think twice. Still, a low Benefit in Kind rate makes the GTE a tempting company car choice, even if a regular diesel Golf will be far more efficient."

James Disdale Road test editor



Stuart Newman

Stuart_Newman@dennis.co.uk

AE ANYONE who knows me well will tell you that I have a rather old head atop my 24-year-old shoulders. Give me a Frank Sinatra album over the latest chart-topper and 40 winks over 40 drinks any day.

So when Mazda came calling and asked if I'd fancy driving our 2 supermini to Brussels to go to Tomorrowland – the biggest dance music festival in the world – you can imagine the nature of my response.

Well, er, I jumped at the chance. Not because I'd had a sudden change of heart and decided to act my age rather than my birth year, but because the prospect of driving the 2 on a 400-mile round trip was one that I simply couldn't refuse.

The little Mazda has been at Auto Express HQ since the middle of May and has received nothing but praise. And when I eventually got the keys and made my way from our central London office to my Essex home, I witnessed the wow factor first hand.

All roads then led to Belgium. My girlfriend Samantha got the nod to accompany me on the trip, and we were immediately impressed with the car's punchy 1.5-litre petrol engine and the head-turning Dynamic Blue metallic paintjob – not to mention its upmarket cream leather trim and classy touchscreen.

However, she's not the lightest traveller in the world, and when it came to loading her unnecessarily large pink suitcase, the 2's large load lip was a bit of a nuisance. The boot itself is big enough, though, and easily swallowed my comparatively measly

Nathan Morgan



Boot lip made loading Stuart's girlfriend's large suitcase harder than necessary, but 280-litre capacity is competitive in class

bag. We were soon cruising along France's autoroutes en route to the Belgian capital, yet with the speed limits as high as 81mph, I had my doubts as to whether the 2 would be able to keep pace without exhausting itself. However, the supermini held its own and was beautifully refined, too. Plus, when it came to overtaking, the Mazda had more than enough power in reserve for the job.

So it's safe to say that I was very much enjoying myself behind the wheel of the 2. That was, until we got to the centre of



Mazda 2

THIRD REPORT Supermini is a hit on trip to rain-soaked music festival



Brussels. The sat-nav had been nothing but a gem throughout the journey, but totally lost its bearings on the busy city streets.

It was telling us to go down roads that didn't exist and head along one-way streets the wrong way – not ideal for a novice driver in Europe. An hour had passed and I'd just about run out of patience and expletives, so decided to take evasive action and open up Google Maps on my smartphone.

Despite the rather annoying data roaming charges incurred, reliable old

Google got us to the hotel with the simplicity I expected from our Mazda's system. It's a shame, as the 2's sat-nav is slick and has a host of handy features – yet it couldn't get the simplest feature right.

After a few drinks at the hotel, I soon forgave the Mazda for what was a minor chink in its otherwise flawless armour and even looked forward to getting back behind the wheel for the journey home.

There was just the matter of a mind-numbing music festival to endure before that could happen, yet as it transpired, the rain-soaked Tomorrowland was one of the most enjoyable experiences of my life – right up there with spending 400 miles in Mazda's excellent supermini.

Sat-nav lost way, meaning we had to rely on Google Maps to find Tomorrowland festival



"The supermini held its own on the French autoroutes, and was beautifully refined, too"



Essentials

Mazda 2 1.5 Sport Nav

On fleet since:	May 2015
Price new:	£15,995
Engine:	1.5-litre 4cyl petrol, 113bhp
CO ₂ /tax:	117g/km/£30
Options:	Metallic paint (£530), Light Stone leather trim (£800), Safety Pack (£400)
Insurance*:	Group: 19 Quote: £393
Mileage/mpg:	7,516/44.2mpg
Any problems?	Occasionally glitchy infotainment system

*Insurance quote from AA (0800 107 0680) for a 42-year-old living in Banbury, Oxon, with three penalty points.



Practicality
Boot (seats up/down)
280/950 litres



Running costs
44.2mpg (on test)
£50 fill-up

Second opinion

"Stuart isn't the only driver to be let down by the Mazda sat-nav's wayward sense of direction. On more than one occasion, the route-finder has been left floundering on the streets of London, forcing whoever's behind the wheel to resort to a smartphone or a trusty A to Z."

Dean Gibson
Deputy road test editor

WE LIKE Driver-focused cabin is comfortable, classy and loaded with kit. Cream leather trim of our range-topping Sport Nav model adds a sense of occasion



WE DON'T Infotainment system is slick and easy to use, but the sat-nav became confused in Brussels – ignoring one-way signs and making up its own roads

Verdict

NAVIGATION issues aside, the 2 was nothing short of perfect in my hands. It looks great, is comfortable and classy inside and drives beautifully to boot. Even winding around Brussels desperately trying to get back on the right track was somehow enjoyable – which takes some doing.



Fleetwatch



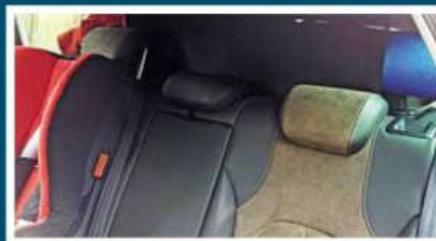
Our Range Rover Sport proved the perfect wedding car for road test editor James Disdale's friends

Range Rover Sport

WHEN road test editor James Disdale needed something stylish and luxurious to transport two newlywed friends from church, our Range Rover Sport was the natural choice. A full valet inside and out had the handsome Brit's brilliant white paint gleaming for the big day, while the addition of some ribbon gave the car a suitably bridal look.

With the 'I dos' done and dusted, the spacious, beautifully appointed cabin was the perfect place for bride and groom to relax and unwind for a few moments on the drive from the service in Leckhampton, Glos, to the reception venue six miles away in Bishops Cleeve.

Behind the wheel, James found the Range Rover Sport's slick controls, muted power delivery and seamless gearchanges made for smooth and serene progress. And while the low-speed ride is a little firm, once above 30mph the big SUV effortlessly ironed out bumps and potholes. In fact, the only real issue for our man was the amount of time he had to spend clearing confetti out of the thick-pile carpets.



Our fleet INDEX

Audi RS3	New arrival
Citroen C4 Cactus	Issues 1,365, 1,374, 1,385
Fiat 500X	New arrival
Ford Mondeo	Issues 1,373, 1,377
Honda CR-V	New arrival
Lexus NX 300h	Issue 1,377
Mazda 2	Issues 1,370, 1,381
Peugeot 308 SW	Issues 1,342, 1,356, 1,368, 1,384
Range Rover Sport	Issues 1,356, 1,363, 1,382
Renault Twingo	Issue 1,368
SEAT Leon X-Perience	Issue 1,384
Skoda Octavia Scout	Issue 1,382
Suzuki Vitara	Issue 1,379
Toyota Verso	Issue 1,381

Leon X-Perience

WE'VE said it before about the SEAT Leon ST, and we'll say it again: it's the practical touches that help it to rise above rival models in the compact estate class. The 587-litre boot has to give second best to cars such as the Peugeot 308 SW and Skoda Octavia Estate for sheer volume, but SEAT has gone out of its way to make the most of the space on offer.

Deputy road test editor Dean Gibson found out how versatile the Leon ST really is when he used our X-Perience model for a trip to Dorset earlier this summer. The boot was filled to the brim with holiday kit, but while there's a specially designed space under the false boot floor to store the load cover, Dean decided to keep the unit in place.

That's because it also includes a mesh partition which clips into the Leon's roof, and helps to prevent loose items in the boot from falling forward into the rear passenger compartment. That's a handy feature when you've got a child seat in the back, and helped keep the cabin clutter-free.

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THIS WEEK'S HOT KIT



RIL80 (left)
and **RIL82**
mini lamps
are ideal
for car DIY

NEW LAMPS SET FOR BRIGHT FUTURE

NEW PRODUCT

RIL80 and RIL82 Ring Inspection Lamps

Price: From £7.99

Contact: www.ringautomotive.co.uk

If you spend a lot of time tinkering with your car, it's worth investing in decent inspection lamps to give you the best view of your workspace.

In our last group test (Issue 1,316), Ring took the top spot with its Ultra Bright Magnetic Flexi RIL4000. It's since refined its technology to bring out the RIL82 and RIL80 mini lamps.

With magnets at various points of the body design, they promise to make it easy to take full advantage of the number of different angles the high-quality LED-based lights can flex to. The RIL82 has a hook and

hinge, both of which fold away, so it should be simple to manipulate the lamp to get the beam to cover whatever component you may be inspecting.

The square LED light constellation is said to give a broad spectrum, but the torch on the end can also deliver a more intense beam to a specific area of your vehicle. The RIL80 is tall and slender and its 18-LED spectrum offers light for a wider area of working.

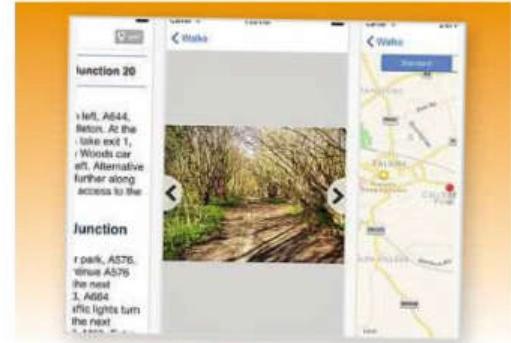
Both lamps take AAA batteries and claim just under eight hours of battery life. Priced at £7.99 and £9.99 respectively, they look great value.



Cat Dow

Got a query?

Cat_Dow@dennis.co.uk
@AE_Consumer



Q Tips for marathon journey

WE'RE planning a drive up to see friends in Inverness from Brighton over the next few weeks. Do you have any suggestions for breaking up the journey? **Dan Fields, E-mail**

A THIS trip is at least 10 hours one way, so we'd recommend investing in a few smartphone apps. Use Spotify to create playlists and Audible for audio books. You need to rest regularly, too. The Motorway Walks and Breaks app (Issue 1,199), suggests areas to stretch your legs en route.

Q Best pressure washer?

HAVING just moved house, I finally have a driveway next to an external power source and tap, so I'm treating myself to a pressure washer. What's the best on the market? **Bob Kennett, E-mail**

A THE Vax PowerWash VPW4B was the Best Buy in our test (Issue 1,364). It's powerful and has a handy 10-metre hose. We found it online for £134.99. Our other recommended product is the Makita Aquamak HW132. It's pricier (at £195), but it comes with a brush and the high-quality materials are worth paying extra for.

Q Sat-nav has lost the plot

RECENTLY, I've been noticing that my car's sat-nav is struggling to find my location to be able to give me directions. It doesn't happen every journey. What is the problem? **Gloria Jessop, E-mail**

A IT sounds like you need to update the software on your sat-nav. There should be instructions on how to do this in your car's manual or in the packaging, depending on if it's an in-car system or aftermarket device. If you no longer have the manual, check out the manufacturer's website, which should have the right update, too.

DUAL-USE SAT-NAV RIDES IN



Sat-nav works just as well on bike as in a car

FIRST TEST

TomTom Rider 400 sat-nav

Price: £319.95 Rating: ★★★★

Contact: 020 7949 0132, www.tomtom.com

If you own a car and a motorcycle, but don't want to invest in separate sat-navs, TomTom thinks it has the answer with the Rider 400. The weatherproof system comes with an 11cm (4.3-inch) touchscreen, six-hour battery life and 16Gb of internal memory, as well as mounting kits for use on cars and bikes.

Setting up the Rider 400 in your car is as easy as with any other sat-nav. A 12V cigarette lighter cable and suction cup allow for trouble-free installation,

while the high-definition touchscreen and voice commands make navigation very easy to follow. Plus, the Rider 400 comes with scenic and winding route alternatives, as well as a 'fun' option to make your daily drive more entertaining.

When travelling in towns, the speed camera alert is useful, plus live traffic warns of delays. The only thing setting the Rider 400 apart from a traditional car sat-nav is its bulkier waterproof frame.

This was put to the test during a gruelling 12-hour motorcycle ride from Scotland to London. We found the RAM mount as easy to install on the bike as in the car, and the touchscreen worked when wearing gloves, too. The nav directed us into the capital with no problems – and



the lifetime Europe-wide maps meant we could have continued further south and crossed the Channel had we wanted to!

The Rider 400 is pricey and we'd liked to have seen a Bluetooth earpiece for better value, but the two-in-one approach makes this a worthwhile purchase for drivers who switch between two and four wheels.

NEW PRODUCT

Autoglym Air-Con Cleaner

Price: £12.50 Contact: 0844 887 4567, www.autoglym.com

IN-car air-conditioning systems have a nasty habit of getting musty, so if you've been using yours a lot during the recent spell of hot weather, your cabin might have become a bit unpleasant. However, Autoglym has launched a solution, in the shape of its new citrus-scented Air-Con Cleaner aerosol.

To use, simply switch on the car's engine and place the can in the passenger footwell. Autoglym says the specially angled box will spray directly into the air-conditioning intake. After five minutes, the can will be empty. Run the air-con cycle for another five minutes, then leave the car doors open to vent the cabin for 10 minutes – and the job's done. Autoglym claims that this simple process relieves stale air in the system, leaving your cabin fresh.



news, deals & events



Garmin nav upgrade for Golf, Polo, Passat

KENWOOD has developed a Garmin-powered navigation upgrade for Volkswagen owners who didn't select the factory-fitted option in their Golf, Polo and Passat.

The GVN-MIB1 (above) is a £599 plug and play system that can quickly and easily be installed for no extra cost by your local dealer.

It integrates seamlessly with the original VW multimedia set-up, and offers full touchscreen control of the navigation, plus Eco-Route, Photo View and Lane Assist features.

£38m indoor tyre test track gets green light

A \$60MILLION (£38m) indoor tyre test track is being created in the US, to begin operations in 2016. Camber Ridge, in partnership with Teton Capital, has invested the money to build the hi-tech site in Charlotte, North Carolina, to look at the development of tyre characteristics.

This will allow manufacturers to combine all the advantages of laboratory precision with testing tyres on real surfaces. It'll help makers meet the industry's commitments to tyre performance, including fuel efficiency, safety and influencing future roads.

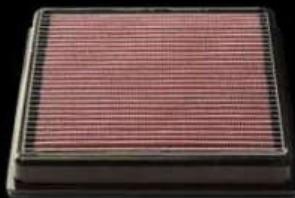
Beaulieu 'jumble is biggest and best

THE huge International Autojumble returns to Beaulieu, Hampshire on 5 and 6 September. It's billed as the "biggest outdoor sale of motoring items this side of the Atlantic", with more than 2,000 stalls.

Entry costs from £13.20 for adults and £9 for children. There's a free shuttle bus from nearby Brockenhurst train station if you're not driving.

Know an event coming soon?
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Mini test

NEW PRODUCT

Dyson V6 Absolute

Best price: £399.95

Contact: 0345 604 9049, www.dyson.co.uk

THERE'S no denying that Dyson is king when it comes to suction – there wasn't a scrap or crumb left on our car's test carpets. Bagless vacs can be messy to empty, but this one is fine as long as you empty it regularly and don't exceed the maximum fill line.

Battery power is excellent and the additional nozzles turn this car vac into a full standing cordless home cleaner. It easily manoeuvred around our test car, although a lock/release catch to stop it turning on while being carried would be good.

The Dyson vac also comes with a 12V charger to keep the battery topped up for car use while you're away from the home mains dock. The one stumbling block is the extremely high price.

Rating: ★★★★



Is Dyson's new super sucker an in-car winner?

AC Cat Dow

CORDLESS car vacs are getting better and better with improved battery life, additional attachments and more lightweight components. Dyson has just launched the V6 Absolute and Fluffy to add to its DC59 Animal, which did well in our Issue 1,354 test.

However, the Animal's uncompromising price rated it below the much cheaper Black and Decker Dustbuster, which matched it on performance.

So how did the Absolute fare against the Dustbuster and Makita's LXT DCL180, which was recommended in our test? We compared prices, suction and battery power, as well as comfort, extra nozzles and ease of emptying.

The Dyson's position was again compromised by price. It has amazing suction and lots of nozzles, so is worth the money if used in the house, too. Just want a car vac? Go for the Dustbuster.

"We compared prices, suction, power, comfort and ease of emptying"

PAST TEST WINNER

Black & Decker Dustbuster

Best price: £54.99 Contact: 01753 511234, www.blackanddecker.co.uk

WHILE Black & Decker's Dustbuster struggles to match the Dyson's suction, it offers a great cheaper alternative.

Its long hose and nozzle make reaching awkward places easy. The body is only 2.7kg, less than half the Dyson's weight. Although it's claimed to have a 12-minute battery, it can push out a good 18 minutes in stamina mode – which nearly matches the Dyson's.

Rating: ★★★★

BUDGET BACK-UP

Makita LXT DCL180

Best price: £32.99 (battery £60.85; charger £74.25)

Contact: 01908 211678, www.makitauk.com

THE LXT DCL180 came second in our original test, but its 0.65-litre capacity and 15-minute power supply meant it was left trailing here.

The suction is reasonable, yet the fact it didn't pick up everything first go meant the job took longer. We found it for £32.99, but unless you've got other Makita cordless tools, you'll need to buy the battery and charger, too.

Rating: ★★★



books, apps & games

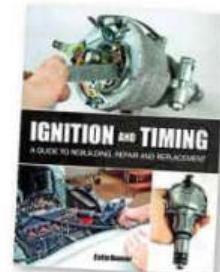


Ignition and Timing

Colin Beever (Crowood Press, www.crowood.com)

Price: £14.99 (paperback) Rating: ★★★★

IGNITION and timing are at the heart of any car's powertrain, so it's worth spending a bit of time getting to know yours. This guide to rebuilding, repairing and replacing your ignition is very specific, but it's well paced, well illustrated and thorough. Owners of classics will find it more helpful than those with newer cars. However, there's a chapter near the end dedicated to electronic ignition.



Jaguar New XK: Essential Buyer's Guide

Nigel Thorley (Veloce Publishing, www.veloce.co.uk)

Price: £12.99 (paperback) Rating: ★★★

INVESTING in your dream car can be an emotional experience. This guide to the latest XK covers models from 2005 to 2014. It's a handy little book to help make sure your used buy doesn't turn into a nightmare. It's full of pointers on what to look out for, what questions to ask sellers and what ownership fully demands. Author Thorley's advice comes from years of experience with Jags, too.



Asphalt 8: Airborne

Available on: iOS, Android, Windows Phone

Price: Free Rating: ★★★★★

THIS stunning-looking app has been updated to feature new models such as the McLaren P1 GTR, plus car-mastery challenges. The touch-and-tilt controls are simple and responsive, while jumps and shortcuts give an arcade feel. Given it's free, it's a superb racing game.



App of the week



iSpeedCam

Available for: Opera, Android, iOS

Price: £2.99 Rating: ★★★★

THIS helpful app can run in the background on your phone. It detects gantry cameras, police radar and red-light cams, and gives audible and visual alerts of the speed limit. Ours was occasionally inaccurate, but customisation and regular updates make it a good buy.





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Bakth Car Power Mini Multi-Function Jump Starter

Best price: £32.99 Contact: www.amazon.co.uk

Rating: ★★★★



BEST BUY THIS jump pack didn't have a carry case, but can be stored in its Apple-style retail box. It came with a US plug, yet even with an adaptor the Bakth was the best value, with various components, reasonable jump leads, a three-mode torch and a rubberised casing, for a quality feel. There were no instructions, but set-up was simple. So jump starting our car was easy. Plus, it held charge over multiple attempts, and recharges in two to three hours.



Launch Tech Mini Power Jump Start Booster Pack

Best price: £120 Contact: 01752 344989, www.launchtech.co.uk

Rating: ★★★★



RECOMMENDED PORTABLE red and black design has a sturdy, good-quality feel. The crocodile clamps were the grippiest here, although the suitcase-style carry case could have been more compact. Still, this device charges fully in under three hours, and since our Issue 1,361 test the jump start capacity has increased before it needs powering up again. And while the dust cover for the jump lead port was fiddly, the three-mode torch was as good as those on our top two.



Antigravity Batteries Microstart XP-10

Best price: £184.99 Contact: 01702 301664, antigravitybatteries-uk.co.uk

Rating: ★★★★



RECOMMENDED THE priciest choice here, but the XP-10 oozed quality. Its chunky carry case housed a whopping 16 connectors – over twice as many as rivals. Safety lights on the clamp component also alert you if you hook up to the wrong terminals. The jump start was effective, with A-grade lithium batteries giving more jumps than rivals between recharging – itself a quick process. The various ports mean it can be used on more than just the car, too.



NOCO Genius Boost

Best price: £49.50 Contact: 01684 298800, www.batterymegastore.co.uk

Rating: ★★★

A SUPER cool design, but the results were a little disappointing. The NOCO Genius Boost needs charging prior to use, and while the dust covers and extra ports were practical, there was only a 12V charger, with a separate mini USB lead to charge from a computer or USB port. You'll get fewer jump starts than with rivals before the battery needs reviving – and recharging can take up to 12 hours – plus there's no carry case, despite the compact box. Even so, it had the best-quality clamps on test and represents reasonable value.



MINI JUMP PACKS

We test seven tiny powerbanks that pack a punch to jump start your car

PRODUCT GROUP TEST 2 | 9 | 2015

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to www.autoexpress.co.uk to look through our huge online test archive.

AE Cat Dow

BEING stranded with a flat battery is never a fun experience, but gone are the days of flagging down a passing vehicle for a sympathetic jump start or having to wait around for a roadside assistance service to come to the rescue. Just as power packs charge our phones and PCs, you can now buy versions with sufficient grunt to jump start your car.

As the morning temperatures begin to fall and the evenings draw in, we put seven mini jump packs to the test to pick the best. While most can be used straight out of the box, some need charging first – be sure to check. Whichever you go for, if you run lots of electronic kit in your car, and find yourself in remote areas, it could be a sound investment.

How we tested them



WE looked at design, number of features and usability, which included assessing how long the devices would last before they needed recharging and how long they took to recharge. We also took into account whether they came with a carry case and what additional connectors were included – this, along with prices taken from various sources as we went to press, helped us determine their value for money.

Verdict

THE Bakth product won by a small margin, but represented the best value for money on test. Although the Antigravity Batteries Microstart XP-10 is expensive, there is no faulting the quality or design, with its many extra connectors. Launch Tech's effort is also a top-quality remote power source.

1. Bakth Car Power Mini Multi-Function Jump Starter
2. Antigravity Batteries Microstart XP-10
3. Launch Tech Mini Power Jump Start Booster Pack

Sealey LSTART235 lithium-ion jump starter

Best price: £72.95 **Contact:** 01284 757500, www.sealey.co.uk

Rating: ★★★

A CHEAP plastic shell encases what are, no doubt, good-quality lithium batteries. And these provided plenty of jump starts before needing recharging. We found the clamps weren't the easiest to connect and limiting, though, and the buttons on the device felt cheap. The torch is a nice addition, but it's poorly placed. So while the LSTART235 is a decent all-rounder, compared to other units, it's bulky and a little dated.



DBPower DJS10

Best price: £39.99 **Contact:** www.amazon.co.uk

Rating: ★★★

THE stylish capsule case housed a well designed, compact device. It felt solid, and although the jump leads seemed a bit on the cheap side, they proved easy enough to use. The instructions were clear, as was the table for checking whether your vehicle is suitable. This device promises 1,000 jumps on its lifecycle, and each time the battery goes flat, it takes five hours to recharge. Up there with the best for value, but given how small it is – the charger is similar in size to an external hard drive for a PC – it's not packaged as compact as it could be.



Ring Lithium Mini Jump Starter

Best price: £99.99 **Contact:** 0345 504 5353, www.halfords.com

Rating: ★★

CHUNKY device is wrapped in Ring's trademark yellow and blue plastic, and while it's compact for a jump starter, it's not exactly small when compared to the other products on test. The jump leads supplied were of adequate quality and the product was easy to use. Yet it wasn't the best-value choice, as it did without a carry case, plus Ring doesn't supply any extra leads or ports. So even though it jump started our car numerous times, and claims to charge in only four hours, this works out expensive.





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& RAIN SENSORS**

**AUTO
STOP & GO**

**FRONT & REAR
PARKING SENSORS**

**KEYLESS
ENTRY**

**ALLOY
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1. Offer is available on pre-registered Mirage 3 with delivery mileage. 2. New vehicle On The Road price for a Mirage 3 manual £12,054. Pre-registered price for a Mirage 3 manual £9,054. Prices include VAT (at 20%), VED and First Registration Fee. Metallic paint extra. Offer is only applicable in the UK, subject to availability, whilst stocks last and may be amended or withdrawn at any time. Offer excludes Northern Ireland, Channel Islands & I.O.M. Offer is not available with any other offer and is available at participating dealers between 27th June and 28th September 2015.



**Auto
EXPRESS** **DRIVER
POWER**
YOUR VIEWS ON YOUR CARS

Toyota Auris Mk2

YOU TELL US... Hatch is reliable and green, but could perform better

45th
PLACE

2015 Results Auris Factfile

Years: 2012 to date **CO₂:** 138g/km

Fuel economy: 47.9mpg (1.6 V-matic Icon)

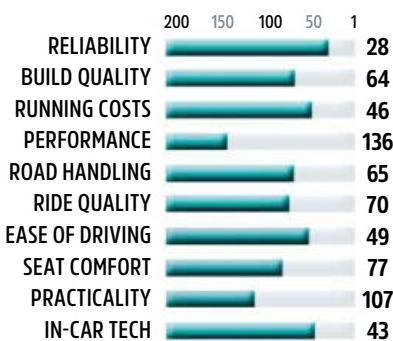
Best options: Rear view camera, Bluetooth connection, hill start assist, aux/USB port

Prices: From £7950

OVERALL SCORE

89.63%

Bars show where model finished out of 200 cars in our 2015 survey. The lower the rating the better



■ GOOD

"THE Auris is a hugely efficient car, but it still feels powerful on the move and handles brilliantly."

"My Toyota is really comfortable to drive – the motorway miles just fly by."

"I really love using the rear view camera; it makes parking so much easier."

"I've cut my fuel bills in half thanks to the hybrid tech. It's free to tax, too."

"It comes with plenty of gadgets and equipment for a great price."

"The excellent five-year warranty makes for trouble-free motoring."



■ NOT SO GOOD

"IT'S as though there is a lot of penny-pinching going on, as the interior materials feel flimsy."

"Personally, I've found the suspension really hard."

"The Auris' battery has gone flat several times – other owners have also complained about this."

"I've had some rattles and noises which I suspect are linked to the suspension."

"I was expecting more boot space in the car."

"The headlights aren't powerful enough to light up country roads or anywhere else during bad weather."

How do you rate your car?
Tell us what you think
www.autoexpress.co.uk/driverpower

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NEED TO KNOW

The sDrive badge denotes rear-wheel drive, while xDrive means four-wheel drive. But all X3s have 4WD apart from the sDrive18d.

BUYER'S GUIDE: BMW X3 Mk2

FROM £14,000 Desirable compact SUV proves its worth as a used buy

Richard Dredge

WHEN BMW launched its original X3 compact SUV back in 2004, many – including us – felt it wasn't really worthy of the marque. There were too many flaws, including a cramped and disappointing interior and awkward styling.

So when the all-new second generation arrived in 2010, expectations were high. This time BMW hit the bullseye. Here was a car that was now as accomplished as its bigger brother, the X5, with a roomy cabin, great driving dynamics, a high-quality interior and, to cap it all, it cost less, too.

Five years on, the X3 Mk2 is as desirable as ever, but as you'd expect of a BMW, you'll have to dig deep to buy one second-hand.

History

THE X3 Mk2 went on sale in November 2010 in 2.0-litre xDrive20d form only. At first, only SE trim was offered; four months later, an M Sport option was introduced. From August 2011 there were two 3.0-litre six-cylinder versions: the 258bhp xDrive30d

and the 313bhp xDrive35d, the latter capable of 0-62mph in just 5.8 seconds.

Things went the other way a year later, with the arrival of the entry-level 143bhp X3 sDrive18d. A facelift in 2014 brought extra standard equipment, plus a more efficient range of engines. At the same time, three new trim levels were introduced: SE Plus, xLine and M Sport Plus.

Which one?

WHILE there were petrol engines for Europe, they didn't come to the UK, so your choice is between 2.0 four or 3.0 six-cylinder diesels; all are excellent. The six-speed manual or eight-speed automatic gearboxes are also superb, so neither should be avoided.

Entry-level SE trim features 17-inch alloy wheels, dual-zone climate control, cruise control, a 6.5-inch display, leather trim, a multifunction steering wheel, automatic lights and wipers, plus parking sensors all round, while SE Plus brings upgraded hi-fi and adaptive lighting. xLine has sportier trim details and upgraded leather, M Sport

adds sports seats, sports suspension, sportier trim and 18-inch wheels, and M Sport Plus cars get xenon lights, 20-inch wheels and upgraded hi-fi. Facelifted X3 SEs also feature heated front seats, sat-nav and an automatic tailgate.

Alternatives

THE X3 is up against some talented competition, not least of all the hugely popular Range Rover Evoque. This car feels more special and looks more distinctive, even though it's a very common sight.

Audi's Q5 is hugely desirable, which is why values are high, but it comes with efficient engines and has a superb cabin. The Volvo XC60 is stylish and seriously safe, plus it's OK to drive, if not that thrilling.

It might look ordinary, but Volkswagen's Tiguan is actually a great all-rounder with

good engines. If you're looking for a car which can tow, any of these will do the job – but so, too, will the Land Rover Freelander, which is also worth shortlisting.

Verdict

IN theory, the BMW X3 is one of the most desirable cars of the past few years. Brits love their premium badges, and the compact SUV market is really booming, so any car that has a foot in both camps is bound to have a following.

When the Mk2 version arrived, we said: "The X3 has matured from a somewhat flawed product into a genuine contender in the premium compact SUV market. It oozes class, and performed impressively during our time behind the wheel." So whether you need a motorway cruiser, family carry-all or towing vehicle, the X3 can deliver.

"With the Mk2 X3, BMW hit the bullseye. Here was a car with great dynamics and a high-quality interior"



NEED TO KNOW

From January 2013, all X3s have featured a DAB digital radio as standard; until then, a DAB radio was optional.

NEED TO KNOW

X3s with a four-cylinder engine come in manual or eight-speed auto forms; six-cylinder editions are auto only.

Thanks to Imperial Car Supermarkets in Hampshire for the loan of the BMW X3 in our pictures.

Contact 023 8098 6917

www.imperialcarsupermarkets.co.uk

Performance

0-60mph/top speed
8.5 seconds/130mph



Running costs

50-52mpg (xDrive20d)
£75 fill-up



CO₂/tax

138-147g/km
£130-£145



www.autoexpress.co.uk/driverpower

OUR VIEW

THE X3 got off to a good start when it made its debut in our Driver Power 2013 satisfaction survey, in 13th place. It climbed to 12th last year, but dropped to 24th in this year's poll. Owners like the ease of driving the most (it came 18th), and practicality (34th), while the worst score was 85th for in-car tech.

YOUR VIEW

ANTHONY Wornham from Bath, Somerset owns an X3 xDrive20d auto and rates it very highly. He told us: "It replaced a BMW 520d Touring, but this car is better for towing, more comfortable and the cabin is more spacious. It's smooth, quick, reliable and economical, too – I think I may have found my perfect car."

www.autoexpress.co.uk

Sat-nav

THE factory-fit sat-nav can be underwhelming.

Updates to maps are hard to come by and the system is designed for seven-digit postcodes.



Mirrors

THE wing mirrors provide excellent visibility, but they produce a disappointing amount of wind noise at motorway speeds.



Sport steering

SOME owners of X3s with variable sports steering have experienced failure of the power assistance; the whole rack has to be replaced.



Noises

CREAKS and rattles are surprisingly common.

The tailgate, seats, parcel shelf and doors can all produce annoying sounds when you're on the move.



How much?

15 2015	14 2014	13 2013	12 2012	11 2011
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Model

sDrive18d SE	£27,995	£25,750	£21,500	N/A	N/A
sDrive18d auto SE	£29,500	£26,955	£22,995	N/A	N/A
xDrive20d SE	£29,995	£27,500	£24,750	£20,995	£19,295
xDrive20d auto SE	£31,500	£28,955	£26,250	£22,250	£20,500
xDrive20d auto M Sport	£34,500	£31,750	£26,995	£24,750	£22,750
xDrive30d auto M Sport	£37,500	£34,250	£29,250	£26,500	£23,995
xDrive35d auto M Sport	£39,500	£36,250	£30,995	N/A	N/A

AUTOS outnumber cars with manual gearboxes by three to one, while for every 3.0-litre X3 there are five 2.0-litre examples. The xDrive20d SE is by far the most popular. Prices for these start at £14,000 for a model that's done between 120,000 and 150,000 miles.

Cap the mileage at 60,000 and you'll have to spend at least £18,000 for a 2011 (11-plate) X3 xDrive20d SE. You'll pay upwards of £22,000 for a six-cylinder car; this nets a 2012-plate xDrive30d SE. The ultimate X3 is the xDrive35d M Sport, which starts at £26,000.

Running costs

Model	Fuel economy	CO ₂ emissions	Annual road tax
sDrive18d	23-26	55-56mpg	131-135g/km
sDrive18d auto	23-26	52-55mpg	133-142g/km
xDrive20d	28-30	50-52mpg	143-149g/km
xDrive20d auto	28-30	50-54mpg	138-147g/km
xDrive30d auto	32-40	47mpg	156-159g/km
xDrive35d auto	46-47	46-47mpg	157-162g/km

ALL X3 Mk2s have condition-based (variable) servicing, which means the car flags up when attention is needed. The system takes the condition of a wide range of service items into account and indicates when attention is due, but only those parts that need replacing will be renewed, so no two service costs are the same.

However, services are usually needed every 18,000 miles or two years. A typical minor service costs around £130 for a 2.0-litre car (£145 for a 3.0-litre), while a major service is more like £350 (or £375 for a 3.0-litre). The brake fluid should be renewed every three years (£50-£60) and because all X3 engines are chain-driven, no fresh timing belts are ever required.

Partwatch

Dealer price Independent price

Part

Front brake pads (axle set)	£127.90	£49.86
Front brake discs (pair)	£266.02	£132
Door mirror glass (electric)	£93-£322	£63.60
Front set wipers	£57	£17.81*

Prices for a 2011 X3 2.0d. Dealer figures supplied by BMW. Independent prices from Euro Car Parts (eurocarparts.com)

*Price from www.windscreenswipers.co.uk

Recalls

THERE has been just one recall affecting the X3 Mk2, but it was a problem that could crop up in any of BMW's nine model ranges. In the case of the X3, the issue centred on cars built up to the end of November 2011.

These could suffer from some screws coming loose in the variable valve timing mechanism, leading to oil leaks and the engine reverting to emergency mode. When this happens, an orange warning light will illuminate on the dash, signifying a problem.

Interior

THE cabin is typical BMW, so it's conservatively designed, but with high-quality materials and superb construction. The seats are supportive and there's plenty of legroom for rear passengers. Boot space is generous, too; you get 550 litres with the seats up, or 1,600 litres when they're folded.

Contacts

Official
www.bmw.co.uk

Forums
www.bmwland.co.uk
www.bmwownersclub.com
www.bimmerpost.com



Car hunter

£12,000 for a safe supermini, but which one?

CARS

INTERIOR

RELIABILITY

THE SENSIBLE CHOICE



Kia Rio

FOR: Classy and spacious cabin, warranty
AGAINST: Dull to drive, small boot

THE latest Rio is Kia's most competitive supermini to date. It scored five stars in Euro NCAP crash tests and an impressive 92 per cent for adult protection – right up there with class rivals.

It's not as composed as the Fabia to drive, and there aren't as many engines, but it looks sharp, and the cabin is smartly designed, spacious and feels a cut above the Clio. We found a 2015 1.4 petrol in top-spec 3 trim with just 2,500 miles for £11,750.



THE classy dashboard and smart layout impress, while standard equipment levels are generous. Rio doesn't come with as much active safety kit, although space is good and there are plenty of practical touches.



IN our Driver Power 2015 satisfaction survey, the Rio finished a decent 60th place and a strong 39th for reliability. No major issues have been reported, and Kia's excellent seven-year warranty can be counted on.

THE STYLISH CHOICE



Renault Clio

FOR: Bold looks, equipment, very safe
AGAINST: Slightly rough ride, cabin quality

THE Clio gained a bold new look in 2013, but still continued Renault's priority of setting new standards for safety. This five-star-rated supermini scored well in all tests, giving you peace of mind. It's also good to drive, even though the ride is a bit firm.

The petrol engines aren't the best in the business, but the Clio is still a decent all-round choice. Our classifieds search unearthed a 19,000-mile 2014 1.5 dCi Dynamique MediaNav model for £10,800.



IT'S good to look at and has plenty of kit, yet poke and prod around the Clio's cabin and you'll notice cheap-feeling plastics and flimsy trim. It's a bit cramped in the back, too, but the boot is a competitive size.



THE Clio managed 71st place in Driver Power 2015, but its 114th reliability ranking is disappointing, as Renault has generally improved in this area. There was a recall for potential brake problems in 2014.

THE ALL-ROUND CHOICE



Skoda Fabia

FOR: Drives well, comfortable, efficient
AGAINST: A little boring, some cost cutting

SKODA'S latest Fabia builds on the strengths of the previous version. It's solid, comfortable and easy to use, plus spacious and efficient, but it's also now more stylish and has a host of extra kit.

It's one of the safest small cars on the road, too, with a five-star Euro NCAP rating and features like collision avoidance autobraking. It's fun to drive, while the turbo petrol engines are efficient. A 2015 1.2 TSI 90 SE with 2,000 miles is yours for £11,100.



AS you'd expect from Skoda, the cabin is intuitive to use and well screwed together. However, hard plastics and cost-cutting disappoint – there are no one-touch electric windows. Still, space and practicality are excellent.



THIS latest Fabia is too new to have featured in Driver Power 2015, and the old car finished a lowly 152nd due to its age. Skodas usually fare well, though, and the VW Group's mechanical parts are well proven.

Dear Lawrence, I'm looking for a small hatch with enough space for my two toddlers, so safety is a big priority. What should be on my list for £12,000?

Zara Pearless, Chester

Contact: Lawrence_Allan@dennis.co.uk





Why buying a connected car could save your life

After 20 years in the US, GM's OnStar technology is finally hitting the UK streets via Vauxhall. Alphr took it for a test drive and discovered it isn't just about convenience: this tech could genuinely save your life. Visit alphr.com/cars for the full story and a fresh take on car tech.

alphr.com

A fresh take on technology

TOP FIVE LUXURY CARS

Best buys Which of these premium cars deserves the title of ultimate luxury machine?

1st
NON MOVER

Mercedes S-Class

Years: 2014 to date Best engine: 3.0-litre V6 diesel, 258bhp
Insurance group: 49 Economy/CO₂: 51mpg/146g/km

WHY? It's close at the top, but the astoundingly elegant Mercedes S-Class is top of the luxury car tree once again. It's everything a luxury limousine in 2015 should be: imposing without being vulgar, extremely refined, cosseting, classy and packed to the rafters with the latest cutting-edge technology. The S 350 diesel version is also smooth, effortless and even capable of 50mpg fuel economy. Specify the Executive Rear and comfort packs on the S-Class, and you get ventilated and reclining rear seats, as well as a massaging function. This amazing saloon is still a world-beater in most respects.

From £67,995 (new)



2nd
NON MOVER

Range Rover

Years: 2013 to date Best engine: 3.0-litre V6 diesel, 253bhp
Insurance group: 45 Economy/CO₂: 38mpg/199g/km

WHY? The Range Rover is the ultimate expression of British luxury. It's classy, spacious, plush, refined and has the added bonus of being astonishingly capable off-road. There's also a wide variety of options and exclusive special editions. It's not exactly efficient, though, and owners report small reliability niggles, but its range of capabilities is nearly unbeatable.

From £73,950 (new)

3rd
NEW ENTRY

Bentley Mulsanne Speed

Years: 2015 to date Best engine: 6.75-litre V8 petrol, 530bhp
Insurance group: 50 Economy/CO₂: 19mpg/342g/km

WHY? The Mulsanne Speed is Bentley's flagship in an already prestigious range. That means an eye-watering price and astronomical running costs, plus bombastic performance thanks to 1,100Nm of torque. But this is no track monster, as the imposing Mulsanne wafts with amazing grace, feels hugely special and looks good, too. It's British engineering at its most impressive.

From £253,345 (new)



4th
RISER

Jaguar XJ

Years: 2010 to date Best engine: 3.0-litre V6 diesel, 295bhp
Insurance group: 48 Economy/CO₂: 50mpg/149g/km

WHY? Latest XJ banished Jaguar's retro-look predecessors to the history books, with elegant yet modern styling, an advanced aluminium chassis and one of the best interiors around. It's due a round of updates soon, and the low-speed ride is on the firm side for a luxury limo. But it's one of the classiest big saloons available, and is surprisingly agile and fun to drive, too.

From £58,690 (new)

5th
FALLER

Rolls-Royce Ghost

Years: 2011 to date Best engine: 6.6-litre V12 petrol, 563bhp
Insurance group: N/A Economy/CO₂: 21mpg/327g/km

WHY? ANOTHER Brit showing the rest of the world how it's done. There are prestige brands, and then there's Rolls-Royce. The Ghost takes much of the opulence and grace of the bigger Phantom, but in a more manageable size, and adds some surprising performance from the V12 engine. Pure elegance inside, although it's very pricey and a bit ostentatious.

From £181,875 (new)



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HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO₂. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

Spotted an error? Email: dean_gibson@dennis.co.uk

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

ECO BAND: New cars fall into 13 CO₂ bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

BAND A: Up to 100g/km CO₂ (road tax exempt) **BAND G:** 151-165g/km CO₂ (£180/E180)
BAND B: 101-110g/km CO₂ (exempt/E20) **BAND H:** 166-175g/km CO₂ (£295/E205)
BAND C: 111-120g/km CO₂ (exempt/E30) **BAND I:** 176-185g/km CO₂ (£350/E225)
BAND D: 121-130g/km CO₂ (exempt/E110) **BAND J:** 186-200g/km CO₂ (£490/E265)
BAND E: 131-140g/km CO₂ (£130/E130) **BAND K:** 201-225g/km CO₂ (£640/E290)
BAND F: 141-150g/km CO₂ (£145/E145) **BAND L:** 226-255g/km CO₂ (£870/E490)
BAND M: Over 255g/km CO₂ (£1100/E505)

EURO NCAP RATING: At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

CONTACT DETAILS: We've listed the manufacturer's website and brochure hotline, and also show how many franchised UK dealers there are for each marque.

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
ABARTH						
www.abarthcarsuk.com / Brochure: 00800 2227 8400 / Dealers: 25						
Warranty: 3 years/60000 miles						
500 - 3657x1627mm, EURO-NCAP N/A						
DRIVER POWER POS: 87th						
1.4 T-Jet 500	G	43.5	7.9	155 27	E4560	
1.4 T-Jet 595 Turismo	G	43.5	7.4	155 28	E17900	
1.4 T-Jet 595 Competizione	G	48.7	6.7	155 28	E19800	
1.4 T-Jet 695 Biposto	G	43.5	5.9	155 38	E32900	
500C/595C add £1800, auto: add £1265						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
ALFA ROMEO						
www.alfaromeo.co.uk / Brochure: 00800 2532 0000 / Dealers: 46						
Warranty: 3 years/unlimited miles						
MiTo - 4063x1720mm, EURO-NCAP ★★★★☆						
DRIVER POWER POS: 155th						
1.3 JTDM-2 (85) Progression	A	80.7	12.9	90 11	E14405	
1.3 JTDM-2 (85) Junior	A	80.7	12.9	90 11	E15505	
1.3 JTDM-2 (85) Distinctive	A	80.7	12.9	90 11	E16745	
1.3 JTDM-2 (120) Distinctive	C	65.7	9.9	112 19	E7910	
0.9T TwinAir (105) Progression	A	67.2	11.4	99 13	E3860	
0.9T TwinAir (105) Junior	A	67.2	11.4	99 13	E14660	
0.9T TwinAir (105) Distinctive	A	67.2	11.4	99 13	E16160	
1.4 TB MultiAir (78) Progression	D	50.4	13.0	150 9	E12760	
1.4 TB MultiAir (140) TCT D'active	D	52.3	8.1	124 22	E17710	
1.4 TB M'Air (170) Q'foglio Verde	D	52.3	7.3	124 27	E20300	
QV Line add £750 to Distinctive (not 1.3 JTDM-2)						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
Giulietta - 4351x1798mm, EURO-NCAP ★★★★☆						
DRIVER POWER POS: 69th						
1.6 JTDM-2 (105) Business	B	70.6	11.3	104 18	E19080	
1.6 JTDM-2 (105) Progression	B	70.6	11.3	104 18	E19500	
1.6 JTDM-2 (105) Distinctive	B	70.6	11.3	104 18	E20750	
2.0 JTDM-2 (120) Business	B	67.3	8.8	110 23	E20380	
2.0 JTDM-2 (120) Distinctive	B	67.3	8.8	110 23	E21930	
1.4 TB (120) Progression	F	44.1	9.4	148 17	E18450	
1.4 TB (120) Distinctive	F	44.1	9.4	148 16	E19700	
1.4 TB MultiAir (150) Sprint	E	49.6	8.2	131 20	E20700	
1.4 TB MultiAir (170) TC Business	M	55.4	7.6	119 23	E20900	
1.4 TB MultiAir (170) TCT Distinctive	E	49.6	7.6	131 23	E21200	
1.75 (240) TCT Q'foglio Verde	G	40.4	6.0	162 25	E28330	
Exclusive: add £1750 to Distinctive, QV Line: add £3500 to Distinctive, auto: add £1600 to 2.0 JTDM-2, £1950 to 1.4 TB (170)						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
4C - 3989x2090mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.75 TCT 4C	G	41.5	4.5	157 N/A	E15100	
4C Spider: add £8000						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
ALPINA						
www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18						
Warranty: 2 years/unlimited miles						
D3 - 4628x1811mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139 50	E46950	
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142 50	E49950	

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
B3 - 4628x1811mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177 49	E54950	
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179 49	E56950	

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
D5 - 4913x1860mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155 47	E6950	
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	161 47	E69950	

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
B5 - 4905x1860mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244 N/A	E75150	
4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244 N/A	E75150	

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
B7 - 5092x1902mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230 N/A	E98800	
4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230 N/A	E98800	

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
XD3 - 4651x1901mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174 50	E56450	
3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174 50	E56450	

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
A4 - 4640x1825mm, EURO-NCAP N/A						
DRIVER POWER POS: 27th						
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162 33	E25420	
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162 33	E25420	

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
A5 - 4712x1841mm, EURO-NCAP N/A						
DRIVER POWER POS: 151st						
2.0 TDI (177) quattro	A	48.7	8.2	159 26	E32680	
2.0 TDI (177) quattro	A	48.7	8.2	159 26	E32680	

	Eco band	MPG	0-60mph	CO₂	Insurance group	List price

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	Eco band	MPG	60mph	CO ₂	Insurance group	List price
2.0 sDrive18i	G	41.5	7.9	159 g/km	27740	
2.0 sDrive20i	G	41.5	6.9	159 38	29840	
2.0 sDrive20i M Sport	G	41.5	5.7	159 40	37390	
3.0 sDrive35i M Sport	K	30.1	5.2	219 41	43005	
3.0 DCT 40i xDrive35i	K	31.4	4.8	210 43	45950	
Auto: add £1890, M Sport: add £3885 to 18i, £3165 to 20i models						
6 Series - 4894x1894mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 auto 640i SE	I	37.2	5.3	176 47	£60630	
3.0 auto 640d SE	F	52.3	5.3	143 48	£62495	
4.4 V8 auto 650 Sport	K	32.1	4.6	206 50	£69790	
4.4 V8T DCT M6	L	28.5	4.2	231 50	£92350	
Convertible: add £4700+£5900, Gran Coupe: same price as Coupe, M Sport: add £3600 to SE, add £2600 to Sport						
IB - 4689x1942mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.5 TFS eDrive auto iB	A	113.0	4.4	59 50	£99895	

CATERHAM

www.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2

Warranty: 1 year

Seven - 3100x1270-1505mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

0.6T 160	C	57.6	6.5	114 N/A	£18995
1.6 270	N/A	5.0	N/A	N/A	£22995
2.0 360	N/A	4.8	N/A	N/A	£26995
2.0 420	N/A	3.8	N/A	N/A	£39995
2.0 SiC 620R	N/A	2.8	N/A	N/A	£40995
5 Pack: add £2995, R Pack: add £3995, SV chassis: add £2500, DIY kit: £3000 less than factory build					

CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: 1

Warranty: 5 years/100000 miles

Camaro - 4874x1917mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.2 V8 Coupe	M	20.0	5.2	329 48	£35345
Auto: add £1500, Convertible: add £5000					

Corvette - 4493x1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.2 V8 Stingray Coupe	M	23.5	3.8	279 50	£65510
6.2 V8 Stingray Convertible	M	23.1	3.8	283 50	£70007

CITROËN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196

Warranty: 3 years/60000 miles

C-Zero - 3475x1475mm, EURO-NCAP ★★★★

DRIVER POWER POS: N/A

64hp auto C-Zero	A	N/A	15.9	0	28	£21216
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C1 - 3466x1884mm, EURO-NCAP ★★★★

DRIVER POWER POS: 96th

1.0 VTi (68) 3dr	A	68.9	14.3	95	6	£8345
1.0 VTi (68) Hair 3dr	A	68.9	14.3	95	7	£10285
1.0 VTi (68) 5dS Flair 3dr	A	74.3	14.3	88	7	£10535
1.2 PureTech (82) Flair 3dr	A	65.7	11.0	99	11	£10635
1.0 VTi (68) ETG Flair 5dr	A	67.3	14.6	97	7	£11185
5dr: add £400 to Flair 3dr; Aircaps: add £160 to select models						

C3 - 3941x1729mm, EURO-NCAP ★★★★

DRIVER POWER POS: 163rd

1.0 PureTech (68) VT	A	65.7	14.2	99	8	£11075
1.4 HDi (70) VT	A	74.3	13.7	99	10	£13230
1.0 PureTech (68) VTR+	B	64.2	14.2	102	9	£12495
1.2 PureTech (82) VTR+	B	62.8	14.2	107	12	£13515
1.4 PureTech (82) ETG auto VTR+	A	51.4	13.2	99	12	£14150
1.4 HDi (70) VTR+	A	74.3	13.7	99	10	£14590
1.4 e-HDI (70) VTR+	A	81.1	16.2	87	10	£15210
1.0 VTi (68) 3dr	A	68.9	14.3	95	6	£15390
1.2 PureTech (82) Flair 3dr	A	74.3	14.3	88	7	£10535
1.0 VTi (68) ETG Flair 5dr	A	65.7	11.0	99	11	£10635
5dr: add £400 to Flair 3dr; Aircaps: add £160 to select models						

DS 3 - 3962x2115x1717mm, EURO-NCAP ★★★★

DRIVER POWER POS: 67th

1.2 PureTech (82) DSign	B	62.8	14.2	104	6	£12865
1.2 PureTech (100) DSStyle	B	60.1	9.6	107	17	£15630
1.2 e-HDI (90) DSStyle	F	43.5	10.9	150	16	£16630
1.6 THP (165) DStyle Techno	A	76.3	12.5	95	16	£15820
1.6 THP (165) DSport	D	50.4	7.5	129	26	£17560
1.6 BlueHDi (120) DSport	A	78.5	10.4	94	24	£19320
1.6 THP (165) Ultra Prestige	D	50.4	7.5	129	27	£22900
1.6 BlueHDi (120) Ultra Prestige	A	78.5	10.4	94	24	£23220
Cabrio: add £2460 (selected models), Usine: £900 less than Dsport						

C4 - 4329x1789mm, EURO-NCAP ★★★★

DRIVER POWER POS: 98th

1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A	78.5	11.5	95	20	£16745
1.6 BlueHDi (100) S&F Feel	A	85.6	11.5	95	20	£17545
1.2 PureTech (130) S&F Flair	B	58.9	10.8	110	9	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

C4 Cactus - 4157x1729mm, EURO-NCAP ★★★★

DRIVER POWER POS: N/A

1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990
1.2 PureTech (82) Touch	B	61.4	12.9	105	9	£13490
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.2 PureTech (82) Feel	B	61.4	12.9	105	9	£14660

	Eco band	MPG	60mph	CO ₂	Insurance group	List price
1.2 PureTech (82) S&F Feel	A	67.5	15.0	98	7	£15390
1.2 PureTech (110) S&F Feel	B	60.1	9.3	107	15	£15890
1.6 BlueHDi (100) Feel	A	83.1	10.7	87	18	£16690
1.6 e-HDI (92) ETG6 Feel	A	80.7	11.4	92	16	£16890
Flair: add £1400 to Feel						

DS 4 - 4275x1810mm, EURO-NCAP ★★★★

DRIVER POWER POS: 123rd

	Eco band	MPG	60mph	CO ₂	Insurance group	List price
1.6 e-HDI (115) DSign	C	60.1	12.4	113	18	£19425
1.6 e-HDI (115) DStyle	C	64.0	12.4	113	18	£19795
1.6 VTi (120) DSign	F	46.0	12.2	144	14	£17855
1.6 THP (200) DSport	F	44.0	8.5	149	31	£23405
1.6 THP (160) ETG6 DStyle	I	44.0	9.9	178	21	£1765
1.6 VTi (120) DStyle	F	46.0	12.2	144	14	£19905
2.0 HDi (160) DSport	E	55.0	9.3	134	24	£23700
2.0 HDi (160) DStyle	E	55.0	9.3	134	23	£22700
Flair: add £1600 to HDi (160), add £500 to e-HDI (115)						

DS 5 - 4530x1871mm, EURO-NCAP ★★★★

DRIVER POWER POS: 106th

	Eco band	MPG	60mph	CO ₂	Insurance group	List price
1.6 BlueHDi (120) DSign	B	64.2	12.2	102	21	£23260
1.6 BlueHDi (115) ETG6 DStyle	C	64.2	12.2	102	18	£23890
2.0 HDi (160) Exclusive	D	57.6	9.1	125	25	£25670
2.0 HDi (160) Tourer	D	57.6	9.1	125	25	£25670
Auto: add £700 to 1.6 HDi (160), add £150 to 2.0 HDi, DS Tourer: add £1100, VTR+: add £1200 to VTR						

DS 5 - 4530x1871mm, EURO-NCAP ★★★★

DRIVER POWER POS: 106th
	Eco band	MPG	60mph	CO₂	Insurance group	List price

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Eco band	MPG	0-60mph	CO ₂	Insurance group	List price	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
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B-MAX - 4077x1751mm EURO-NCAP ★★★★
DRIVER POWER POS: 12th
1.4 (90) Studio E 47.1 13.8 139 7 £13095
1.4 (90) Zetec E 47.1 13.8 139 8 £14895
1.0T (100) EcoBoost Zetec C 55.4 13.2 119 9 £15495
1.0T (125) EcoBoost Zetec C 57.7 11.2 114 12 £16095
1.6 (105) Powershift Zetec F 44.1 12.1 149 10 £16595
1.5 TDci (75) Zetec B 68.9 16.5 105 9 £16295
1.6 TDci (95) Zetec B 70.6 13.9 104 11 £16795
Titanium: add £1400 to Zetec (not 1.4 (90), 1.5 TDci), Titanium X: add £1200 to Titanium (not 1.0T (100) EcoBoost)

C-MAX (NEW) - 4379x1519x1828mm, EURO-NCAP ★★★★
DRIVER POWER POS: N/A

1.6 Ti-VCT (125) Zetec F 44.1 11.5 149 16 £18195
1.0T EcoBoost (100) Zetec C 55.4 12.6 117 14 £18695
1.0T EcoBoost (125) Zetec C 55.4 11.4 117 16 £19195
1.5 TDci (120) Zetec B 68.9 11.3 105 17 £19895
1.0T EcoBoost (100) Titanium C 55.4 12.6 117 14 £20195
1.0T EcoBoost (125) Titanium C 55.4 11.4 117 15 £20695
1.5 TDci (120) Titanium B 68.9 11.3 105 17 £21395
2.0 TDci (150) Titanium C 64.2 9.5 114 25 £22895
Auto: add £1250 to diesels, Titanium X: add £2000 to 1.0 EcoBoost (125), 1.5 TDci and 2.0 TDci Titanium, Grand C-MAX: add £1600 (not 1.6 Ti-VCT)

S-MAX - 4796x1916mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.5 EcoBoost (160) Zetec F 43.5 9.9 149 19 £24545
2.0 TDci (120) Zetec D 56.5 13.2 129 16 £25245
2.0 TDci (150) Zetec D 56.5 10.8 129 20 £25995
1.5 EcoBoost (160) Titanium F 43.5 9.9 149 19 £26245
2.0 TDci (150) Titanium D 56.5 10.8 129 20 £27995
2.0 TDci (180) Titanium D 56.5 9.7 129 20 £28445
2.0 EcoBoost (240) auto Titanium F 35.8 8.4 180 26 £31300
2.0 TDci (210) aut Titanium Sport F 51.4 8.8 144 27 £32260
2.0 TDci (210) aut Titanium Sport F 48.7 10.5 149 24 £32945
Auto: add £1550 to 2.0 TDci (150) and (180), AWD: add £1500 to 2.0 TDci (150), Titanium Spt: add £1490 to 2.0 TDci (180) Titanium X: add £100 to Titanium (not 1.5 EcoBoost)

Galaxy - 4848x1916mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.5 EcoBoost (160) Zetec F 43.5 10.0 149 19 £26445
2.0 TDci (120) Zetec D 56.5 13.6 129 17 £27995
2.0 TDci (150) Zetec D 56.5 10.9 129 20 £28345
1.5 EcoBoost (160) Titanium F 43.5 10.0 149 20 £28995
2.0 TDci (150) Titanium D 56.5 10.9 129 21 £29995
2.0 TDci (180) Titanium D 56.5 9.8 129 24 £30795
2.0 EcoBoost (240) auto Titanium X I 50.0 8.6 186 26 £35205
2.0 TDci (210) auto Titanium X F 51.4 8.9 146 28 £36145
Auto: add £1550 to 2.0 TDci (not 120), AWD: add £1550 to 2.0 TDci (150) Titanium, add £1650 to 2.0 TDci (180) Titanium, add £100 to Titanium (not 1.5 EcoBoost)

EcoSport - 4235x1765mm, EURO-NCAP ★★★★
DRIVER POWER POS: N/A

1.5 (112) Zetec F 44.8 13.3 149 9 £14245
1.0T EcoBoost (125) Zetec D 52.3 12.7 125 11 £15145
1.5 TDci (95) Zetec C 64.2 N/A 115 N/A £15895
1.5 (112) auto Titanium F 44.8 14.1 149 9 £17045
Auto: add £1500 to 1.5 (112), Titanium: add £1300 to Zetec

Ranger - 5359x1859mm, EURO-NCAP ★★★★
DRIVER POWER POS: N/A

2.2 TDci (125) Double Cab J 37.2 14.9 199 13 £22959
2.2 TDci (150) Double Cab XL K 36.2 12.3 206 11 £23649
2.2 TDci (150) Double Cab XLT K 36.2 12.3 206 11 £25449
2.2 TDci (150) Double Cab Limited K 36.2 12.3 206 12 £27749
3.2 TDci (200) Double Cab Limited M 29.1 10.3 256 12 £28849
3.2 TDci (200) Dual Cab Wildtrak M 29.1 10.3 256 12 £30389
Auto: add £1200 to 2.2 TDci Limited and 3.2 TDci Wildtrak, Limited 2: add £600 to Limited

Kuga - 4524x1838mm, EURO-NCAP N/A
DRIVER POWER POS: 110th

1.5 (150) EcoBoost FWD G 42.8 9.7 154 20 £20995
1.5T (182) EcoBoost auto Zetec AWD I 36.7 9.7 179 21 £25145
2.0 TDci (150) Zetec FWD G 53.3 10.6 139 20 £26295
2.0 TDci (150) Zetec AWD G 47.9 10.7 154 21 £24195
2.0 TDci (180) Titanium AWD G 47.9 10.7 154 21 £26345
Auto: add £1485 to 2.0 TDci (150) AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDci (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £5700 to Titanium

Mustang - 4784x1916mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.3T EcoBoost Fastback I 35.3 5.8 179 21 £28995
5.0 V8 GT Fastback M 20.9 4.8 299 21 £32995
Auto: add £1500, Convertible: add £4000

GREAT WALL
greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54

Steed - 5040x1800mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.0 (139) SE Double Cab L 32.8 17.0 222 7 £17998
2.0 (139) SE Double Cab L 32.8 17.0 222 8 £20398
2.0 (139) Tracker Double Cab L 32.8 17.0 222 8 £19198

HONDA
www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196

Just (NEW) - 3595x1694mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.3i-VTEC S C 56.5 11.2 116 13 £13495
1.3i-VTEC SE C 56.5 11.2 116 13 £14995
1.3i-VTEC EX C 55.4 11.2 120 13 £15715
1.3i-VTEC CVT EX Navi C 57.6 12.0 114 13 £16815

Auto: add £1100

Civic - 4300x1770mm, EURO-NCAP ★★★★
DRIVER POWER POS: 41st

1.4i-VTEC S D 52.3 12.9 139 8 £15975
1.6i-VTEC S E 48.7 9.1 137 16 £17635
1.8i-VTEC SE Plus F 46.3 9.1 145 16 £19565
1.8i-VTEC SR F 46.3 9.1 145 17 £21235
1.8i-VTEC Sport F 46.3 9.1 145 17 £19615

1.6i-DTEC S A 78.5 10.5 94 18 £18775
1.6i-DTEC SE Plus A 78.5 10.5 94 18 £20570
1.6i-DTEC Sport A 78.5 10.5 94 18 £20820
1.6i-DTEC SR A 78.5 10.5 94 18 £23140
2.0i VTEC Type R H 38.7 5.7 170 33 £29995
2.0i VTEC Type R GT H 38.7 5.7 170 33 £32295

Auto: add £1400 to 1.8i-DTEC, SE Plus: add £1990 to S, EX Plus: add £1800 to 1.8i-VTEC SR, £2000 to 1.6i-DTEC SR, Civic Tourer: add £1100-£1150 (not 1.4, Type R)</p

	Eco band	MPG	60mph	CO ₂	Insurance group	List price		Eco band	MPG	60mph	CO ₂	Insurance group	List price											
2.2 CRDI Style 4WD 5-seat	G	46.3	9.8	159	19	£20000		3.0 V6 S/C (340) Coupe	L	28.8	5.5	234	50	£51250	1.7 CRDI 2 ISG	D	57.6	10.2	128	17	£22895			
2.2 CRDI Premium 4WD 5-seat	G	46.3	9.8	159	19	£30020		3.0 V6 S/C (380) 5 Coupe	L	28.8	5.3	234	50	£60250	1.7 CRDI 3 ISG	D	57.6	10.2	128	17	£25795			
2.2 CRDI Premium SE 4WD 7-seat	G	46.3	9.8	159	20	£37320		5.0 V8 S/C (550) auto R Coupe	L	26.4	4.0	255	50	£86800	Auto: add £150 to V6 and V8 R, Convertible: add £5485 to all models									
Auto: add £1705 to 4WD models, Seven seats: add £1200																								
Genesis - 4990x1890mm, EURO-NCAP N/A								Venga - 4068x1765mm, EURO-NCAP ★★★★																
DRIVER POWER POS: N/A								DRIVER POWER POS: 19th																
3.8 V6 GDI Genesis	M	25.2	6.5	261	42	£47995		1.4 CRDI 1	C	63.0	14.0	119	11	£13095	1.4 ISG 1	D	50.0	12.4	130	7	£11795			
INFINTI								1.4 ISG 2	D	50.0	12.4	130	8	£13695	1.4 CRD 2	C	63.0	14.0	119	11	£14995			
www.infiniti.co.uk / Dealers: 10								1.6 CRD 1 ISG 3	C	64.0	11.1	117	14	£17175	1.6 ISG 3	E	48.0	10.6	139	12	£15890			
Warranty: 3 years/60000 miles								Auto: add £1100 to 1.6 petrol																
Q50 - 4790x1800x1820mm, EURO-NCAP ★★★★																								
DRIVER POWER POS: N/A																								
2.2d Q50 SE	C	64.2	8.5	114	39	£27950		Carsen - 4525x1805mm, EURO-NCAP ★★★★																
2.2d Q50 Premium	C	64.2	8.5	114	40	£30350		1.6 GDI ISG 1	F	44.1	10.9	149	13	£17995	1.6 CRD 1	F	44.1	10.9	149	13	£17995			
2.2d Q50 Sport	C	64.2	8.5	114	40	£32720		1.7 CRD (114) ISG 1	D	60.1	12.6	124	12	£19390	1.6 GDI 2	F	44.1	10.9	149	13	£19400			
3.5 V6 auto Q50 Hybrid	F	45.6	5.1	144	42	£40005		1.7 CRD (114) ISG 2	D	60.1	12.6	124	12	£20795	1.7 CRD (134) auto 2	G	46.3	11.6	159	16	£22200			
3.5 V6 auto Q50 Hybrid AWD	G	41.5	5.4	159	42	£41630		1.7 CRD (134) ISG 3	E	56.4	10.0	132	16	£24100	1.7 CRD (134) ISG 3	E	48.0	10.6	139	12	£24100			
Auto: add £1550 to 2.2d, Executive: add £1920 to SE, Premium: Executive: add £3120 to Sport																								
Q60 - 4655x1770x1850mm, EURO-NCAP N/A																								
DRIVER POWER POS: N/A																								
3.7 V6 auto Q60 Conv GT Prem	M	24.8	6.4	264	48	£45730		Sportage - 4440x1855mm, EURO-NCAP ★★★★																
3.7 V6 auto Q60 Coupe GT	L	26.9	5.9	246	45	£36780		1.6 GDI ISG 1	F	44.1	10.9	149	13	£17995	1.6 GDI 1	F	44.1	10.9	149	13	£17995			
3.7 V6 auto Q60 Coupe S	L	26.9	5.9	246	45	£38670		1.6 GDI 2	F	44.1	10.9	149	13	£19400	1.6 GDI 2	F	44.1	10.9	149	13	£19400			
3.7 V6 auto Q60 Coupe S Prem	L	26.9	5.9	246	45	£41600		1.7 CRD (114) ISG 1	D	60.1	12.6	124	12	£19390	1.7 CRD (114) ISG 2	D	60.1	12.6	124	12	£20795			
Tech spec: add £4100 to Premium								1.7 CRD (134) ISG 2	D	60.1	12.6	124	12	£22200	1.7 CRD (134) ISG 3	E	56.4	10.0	132	16	£24100			
Q70 - 4945x1855mm, EURO-NCAP N/A								1.7 CRD (134) ISG 3	E	48.0	10.6	139	12	£24100	1.7 CRD (134) ISG 3	E	48.0	10.6	139	12	£24100			
DRIVER POWER POS: N/A																								
3.5 V6 auto Q70 Premium Hybrid	F	45.6	5.3	145	43	£42500		Sorento - 4780x1900mm, EURO-NCAP ★★★★																
2.2d auto Q70 Premium	D	57.6	8.9	129	35	£32650		1.6 GDI 1	F	44.0	11.1	149	10	£17500	1.6 GDI 1	F	44.0	11.1	149	10	£17500			
2.2d Q70 Sport	D	57.6	8.9	129	35	£35850		1.6 GDI 2	F	44.0	11.1	149	10	£19800	1.6 GDI 2	F	44.0	11.1	149	10	£19800			
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235	42	£41400		1.7 CRD (114) ISG 1	E	54.0	12.3	135	10	£19100	1.7 CRD (114) ISG 1	E	54.0	12.3	135	10	£19100			
Tech spec: add £4100 to Premium								1.7 CRD (114) ISG 2	E	54.0	12.3	135	10	£21200	1.7 CRD (114) ISG 2	E	54.0	12.3	135	10	£21200			
QX50 - 4635x1645x1800mm, EURO-NCAP N/A								1.7 CRD (114) ISG 3	E	54.0	12.3	135	10	£21200	1.7 CRD (114) ISG 3	E	54.0	12.3	135	10	£21200			
DRIVER POWER POS: N/A								1.7 CRD (181) KX-4 AWD	F	52.0	12.3	143	12	£25000	1.7 CRD (181) KX-4 AWD	F	52.0	12.3	143	12	£25000			
3.0d V6 auto QX50	K	33.2	7.8	224	46	£34488		2.0 CRD KX-2 AWD	F	50.0	10.7	149	14	£21500	2.0 CRD KX-2 AWD	F	50.0	10.7	149	14	£21500			
3.0d V6 auto QX50 GT	K	33.2	7.9	224	46	£38963		2.0 CRD KX-2 AWD	F	50.0	10.7	149	14	£23600	2.0 CRD KX-2 AWD	F	50.0	10.7	149	14	£23600			
Premium spec: add £3598 to GT models								2.0 CRD (181) KX-4 AWD	J	47.0	11.3	156	15	£25500	2.0 CRD (181) KX-4 AWD	J	47.0	11.3	156	15	£25500			
QX70 - 4865x1925mm, EURO-NCAP N/A								Auto: add £1305 to 2.0 CRD I																
DRIVER POWER POS: N/A																								
3.0d V6 auto QX70 GT	K	33.2	7.8	225	47	£42370		LAMBORGHINI																
3.0d V6 auto QX70 GT	K	33.2	8.3	225	47	£44470		Sorento - 4780x1900mm, EURO-NCAP ★★★★																
3.7 V6 auto QX70 GT	M	23.0	8.6	282	50	£42525		2.2 CRDI KX-1	F	49.6	9.0	149	24	£28795	2.2 CRDI KX-1	F	49.6	9.0	149	24	£28795			
3.7 V6 auto QX70 GT	M	23.0	8.6	282	50	£44625		2.2 CRDI KX-2	G	46.3	9.0	161	25	£31995	2.2 CRDI KX-2	G	46.3	9.0	161	25	£31995			
5.0 V8 auto QX70 Premium	M	22.0	5.8	307	50	£54025		2.2 CRD auto KX-2	I	42.2	9.6	177	25	£33745	2.2 CRD auto KX-2	I	42.2	9.6	177	25	£33745			
Premium spec: add £4450 to GT and 5 models																								
ISUZU																								
www.isuzu.co.uk / Brochure: 08446 626 640 / Dealers: 97																								
Warranty: 5 years/25000 miles																								
D-Max - 5295x1860mm, EURO-NCAP N/A																								
DRIVER POWER POS: N/A																								
2.5D Elgar Double Cab	J	38.7	N/A	194	9	£23042		Aventador - 4780x2030mm, EURO-NCAP N/A																
2.5D Yukon Double Cab	J	38.7	N/A	194	9	£24242		5.2 V10 LP104	M	22.6	3.2	290	50	£181875	5.2 V10 LP104	M	22.6	3.2	290	48	£17995			
2.5D Blade Double Cab	J	38.7	N/A	194	9	£29938		Aventador - 4780x2030mm, EURO-NCAP N/A																
2.5D Utah Double Cab	J	38.7	N/A	194	9	£26043		6.5 V12 LP700-4	M	17.7	2.9	370	50	£264015	6.5 V12 LP700-4	M	17.7	2.9	370	50	£264015			
Auto: add £1200 to Yukon, Utah								6.5 V12 LP700-4 Roadster	M	17.7	3.0	370	50	£292815	6.5 V12 LP700-4 Roadster	M	17.7	3.0	370	50	£292815			
JAGUAR																								
www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97																								
Warranty: 3 years/unlimited miles																								
XE - 4672x1850mm, EURO-NCAP N/A																								
DRIVER POWER POS: N/A																								
2.0d (163) SE	A	75.0	7.9	99	22	£29775		Discovery Sport - 4599x2069mm, EURO-NCAP ★★★★																
2.0d (163) R-Sport	A	75.0	7.9	99	24	£32325		2.0 TD4 (150) SE	D	57.7	9.8	129	28	£30695	2.0 TD4 (150) SE	D	57.7	9.8	129	28	£30695			
2.0d (163) Portfolio	A	75.0	7.9	99	24	£32975		2.0 TD4 (160) SE Tech	E	53.3	9.8	139	28	£33895	2.0 TD4 (160) SE Tech	E	53.3	9.8	139	28	£33895			
2.0d (163) SE	B	67.3	7.4	105	25	£30275		2.0 TD4 (160) HSE	E	53.3	9.8	139	31	£37595	2.0 TD4 (160) HSE	E	53.3	9.8	139	31	£37595			
2.0d (180) R-Sport	B	67.3	7.4	105	27	£30325		2.0 TD4 (180) HSE Luxury	E	53.3	9.8	139	31	£41195	2.0 TD4 (180) HSE Luxury	E	53.3	9.8	139	31	£41195			
2.0d (180) Portfolio	B	67.3	7.4	105	27	£3675		Auto: add £905 to 1.6 CRDI Connect Plus; add £1100 to Connect Maxx; add £1800 to Mixx																
2.0d (180) auto SE	I	37.7	7.1	178	26	£26995																		
2.0d (200) auto SE	I	37.7	7.1	178	27	£26995																		
2.0d (200) auto R-Sport	I	37.7	7.1	178	27	£29745																		
2.0d (240) auto R-Sport	I	3																						

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Trusted reviews Owner opinion Expert advice

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
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Quattroporte - 5262x1948mm, EURO-NCAP N/A DRIVER POWER POS: N/A					
3.0 V6 auto Diesel	G 45.6 6.4 163 50	E89235			
3.0 V8T auto S	L 27.2 5.1 242 50	E80115			
3.8 V8 auto GT S	M 23.9 4.7 274 50	E108185			

GranTurismo - 4881x1933x1847-1915mm, EURO-NCAP N/A DRIVER POWER POS: N/A					
4.7 V8 auto	M 19.8 5.2 337 50	E98340			
4.7 V8 auto MC Stradale	M 18.2 4.5 360 50	E101035			
4.7 V8 Sport	M 18.2 4.7 360 50	E94140			

GranCabrio - 4881x1933x1847-1915mm, EURO-NCAP N/A DRIVER POWER POS: N/A					
4.7 V8 auto	M 19.5 5.3 337 50	E98340			
4.7 V8 auto MC	M 19.5 4.9 337 50	E111770			
4.7 V8 auto Sport	M 19.5 5.0 337 50	E109395			

MAZDA					
www.mazda.co.uk Brochure: 0845 330 2800 Dealers: 170					
Warranty: 3 years/60000 miles					
2 - 4060x1695mm, EURO-NCAP ★★★★					
DRIVER POWER POS: N/A					
1.5 (95) SE	B 60.1 12.1 110 13	E11995			
1.5 (95) SE-L	B 60.1 12.1 110 13	E12995			
1.5 (90) SE-L	B 62.8 9.4 105 15	E13995			
1.5 (90) Sport	B 62.8 9.4 105 15	E14995			
1.5 (115) Sport Nav	C 56.5 8.7 117 19	E15995			
1.5D (105) SE-L	A 83.1 10.1 89 15	E15995			
1.5D (105) Sport	A 83.1 10.1 89 15	E16995			
Auto: add £1200 to 1.5 (90)					

3 - 4465x4585x1795mm, EURO-NCAP ★★★★					
DRIVER POWER POS: 39th					
1.5 (100) SE Sdr	C 55.4 10.8 119 13	E16995			
2.0 (120) SE Sdr	C 55.4 8.9 119 17	E17295			
2.0 (120) Sport Nav Sdr	C 55.4 8.9 119 18	E20195			
2.0 (165) Sport Nav Sdr	E 48.7 8.2 135 22	E21920			
2.2D (190) SE Sdr	D 72.4 8.1 107 23	E19645			
2.2D (190) Sport Nav Sdr	D 72.4 8.1 107 24	E22545			
Auto: add £1200 to 2.0 (120) and 2.2D, Fastback: same price as 5dr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)					

6 - 4870x1840mm, EURO-NCAP ★★★★					
DRIVER POWER POS: 49th					
2.0 (145) SE	D 51.4 9.5 129 18	E19595			
2.0 (165) Sport	E 47.9 9.1 135 19	E23495			
2.2D (190) SE	B 68.9 9.0 108 21	E22095			
2.2D (190) Sport	B 68.9 9.0 108 21	E25295			
2.2D (175) Sport	C 62.8 7.8 119 23	E26295			
Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.0 (not SE), Tourer: add £800-£1000 (not 2.0 (145)), SE-L: add £800 to SE					

5 - 4585x1750mm, EURO-NCAP N/A DRIVER POWER POS: N/A					
1.6D Sport Venture	E 54.3 13.7 138 16	E21895			
2.0 Sport Venture	G 40.9 11.0 159 15	E20495			

CX-3 - 4275x1785mm, EURO-NCAP N/A DRIVER POWER POS: N/A					
2.0 (120) 2WD SE	E 47.9 9.0 137 17	E17595			
2.0 (120) 2WD SE-L	E 47.9 9.0 137 16	E18995			
2.0 (120) 2WD Sport Nav	E 47.9 9.0 137 17	E20495			
2.0 (150) 4WD Sport Nav	F 44.1 8.7 150 19	E22495			
1.5D (105) SE	B 70.6 10.1 105 15	E18995			
1.5D (105) SE-L	B 70.6 10.1 105 13	E20395			
1.5D (105) Sport Nav	B 70.6 10.1 105 15	E21895			
Auto: add £1200 to 1.20 (petrol), £1300 to AWD Sport Nav Diesel, AWD: add £1500 to Sport Nav Diesel					

CX-5 - 4540x1840mm, EURO-NCAP ★★★★					
DRIVER POWER POS: 64th					
2.0 (165) SE-L	E 47.1 9.2 139 17	E21595			
2.0 (165) Sport	E 47.1 9.2 139 18	E23995			
2.2D (190) SE-L	C 61.4 9.2 119 20	E23295			
2.2D (190) SE-Lux	C 61.4 9.2 119 20	E24695			
2.2D (190) Sport	C 61.4 9.2 119 21	E25695			
2.2D (175) Sport 4WD	E 54.3 8.8 136 23	E27695			
Auto: add £1300 to SE-L, £1200 to 2.2D (175) Sport, 4WD: add £1700 to Skyactiv-D (150) SE-L					

MX-5 - 3890x1730mm, EURO-NCAP N/A DRIVER POWER POS: N/A					
1.5 SE	E 53.3 8.3 139 22	E18495			
1.5 SE-L	E 53.3 8.3 139 22	E19345			
1.5 Sport	E 53.3 8.3 139 22	E21845			
2.0 SE-L	G 40.9 7.3 161 27	E20095			
2.0 Sport	G 40.9 7.3 161 27	E22895			
Sport: add £2600 to SE-L					

MERCEDES					
www.mercedes-benz.co.uk Brochure: 0808 156 5635 Dealers: 136					
Warranty: 3 years/unlimited miles					
A-Class - 4293x1780mm, EURO-NCAP ★★★★					
DRIVER POWER POS: 119th					
1.6 A 180 SE	D 51.4 9.2 128 18	E20715			
1.6 A 180 Sport	E 51.4 9.2 133 18	E18440			
1.6 A 200 CDI	E 49.6 8.4 134 23	E23365			
1.9 auto A 250 Engineered AMG	F 44.1 6.6 146 34	E29360			
1.5 A 180 CDI ECO SE	A 78.5 11.3 92 15	E21965			
1.5 A 180 CDI ECO Sport	A 78.5 11.3 92 16	E22785			
1.8 A 200 CDI Sport	C 62.8 9.3 119 20	E23860			
2.1 auto A 220 CDI AMG Sport	C 64.2 8.2 115 20	E27760			
2.0 auto A 45 AMG	G 40.9 4.6 161 43	E38195			
Auto: add £1450, AMG Sport: add £1250 to A200 and A180 CDI Sport, 4MATIC: add £1550 to A250					

B-Class - 4393x1786mm, EURO-NCAP ★★★★					
DRIVER POWER POS: 118th					
1.6 B 180 SE	D 50.4 9.3 129 19	E21500			
1.6 B 200 SE	D 50.4 8.6 130 22	E22575			
2.1 auto B 220 CDI 4MATIC Sport	D 56.5 8.3 130 19	E28625			
1.5 B 180 CDI ECO SE	A 78.5 11.6 94 15	E22575			
1.5 B 180 CDI SE	B 68.9 11.6 108 15	E22575			

2.1 B 200 CDI SE	C 65.7 9.2 111 19	E23650			
2.1 auto B 220 CDI Sport	B 67.3 8.3 109 20	E27125			
1.32kW ED Sport	A 78.4 9.2 109 20	E26950			
1.32kW ED Electric Art	A 78.4 9.2 109 20	E27245			
Auto: add £1450, Sport: add £725 to petrol SE, £1595 to 1.8 160 CDI SE, £775 to B 200 CDI, AMG Line: add £2020 to SE petrol, £1890 to B 180 CDI and B 200 CDI SE, add £1295 to B 220 CDI Sport, £1425 to 4MATIC					

CLA-Class - 4630x1777mm, EURO-NCAP ★★★★					
DRIVER POWER POS: N/A					
1.8 CLA 200 CDI Sport	C 64.2 9.4 117 25	E26925			
2.1 auto CLA 220 CDI Sport	C 62.8 8.2 117 28	E29775			
1.6 CLA 180 Sport	D 50.4 9.3 130 24	E24775			
2.0 auto CLA 250 4MATIC AMG Sp	G 42.8 6.6 154 35	E34045			
2.07 auto CLA 45 AMG	G 39.4 4.8 161 45	E42270			
Auto: add £1450, AMG Sport: add £2200 to Sport, Shooting Brake: add £8					

	Eco band	Mpg	0-60mph	CO₂	Insurance group	List price
5.5 V8TT auto 4MATIC AMG GLE 63 S M	23.7	4.2	278	50	E96555	
designo Line; add £9295 to AMG Line						
GL-Class - 5141x1982mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 aut GL 350 4MATIC AMG Spt K 35.3 7.9 209 49 E61655						
5.5 V8TT aut 4MATIC GL 63 AMG M	23.0	4.9	288	50	E94735	
G-Class - 4763x1855mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 auto G 350 d 4MATIC M	25.2	9.1	295	50	E87795	
5.5 V8TT auto AMG G 63 4MATIC M	20.5	5.4	322	50	E131675	
E-Class Coupe - 4698x1786mm, EURO-NCAP N/A						
DRIVER POWER POS: 61st						
2.1 auto E 200 AMG Line E	47.1	7.8	140	41	E38635	
2.1 auto E 220 BlueTEC AMG Line D	57.7	8.3	129	40	E39910	
3.0 auto E 250 CDI AMG Line D	57.7	7.3	129	44	E40930	
2.0 auto E 350 BlueTEC AMG Line E	54.3	6.2	136	47	E42625	
3.0 auto E 400 AMG Line G	40.9	5.2	161	46	E46425	
E-Class Cabriolet; add £370 - £3500						
S-Class Coupe - 4698x1786mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.6 auto S 500 AMG Line K	49.6	4.6	219	50	E96195	
5.5 V8TT auto AMG S 63 L	47.1	4.2	237	50	E125605	
6.0 V12TT auto AMG S 65 M	37.2	4.1	279	50	E183075	
SLK-Class - 4138x1810mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.0 SLK 200 AMG Sport G	43.5	7.0	150	43	E34715	
2.1 auto SLK 250 d C	70.6	6.6	114	45	E30320	
2.1 auto SLK 250 d AMG Sport C	70.6	6.6	114	45	E70320	
3.5 auto SLK 300 AMG Sport E	47.1	5.8	138	45	E38545	
5.5 V8 AMG SLK 55 J	33.6	4.6	195	50	E53550	
Mille Miglia 417 Ed; add £1760 to SL 400, add £12205 to SL 500						
SL-Class - 4617x1877mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 V8TT auto SL 400 AMG Sport I	36.7	5.2	179	50	E73575	
4.7 auto SL 500 AMG Sport K	31.0	4.6	212	50	E83130	
5.5 V8TT auto AMG S 63 L	28.0	4.2	234	50	E141485	
6.0 V12TT auto AMG SL 65 M	24.4	4.0	279	50	E133360	
Mille Miglia 417 Ed; add £1760 to SL 400, add £12205 to SL 500						
AMG GT - 4546x1939mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.0 V8TT (462) DCT AMG GT K	30.4	4.0	216	50	E97200	
4.0 V8TT (510) DCT AMG GT K	30.1	3.8	219	50	E101500	
MG MG						
www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46						
Warranty: 3 years/50000 miles						
MG3 - 4018x1729mm, EURO-NCAP ★★★						
DRIVER POWER POS: 10th						
1.5 (106) 3 Time E	48.7	10.4	136	4	E8399	
1.5 (106) 3 Form E	48.7	10.4	136	4	E9299	
1.5 (106) 3 Sport E	48.7	10.4	136	4	E9549	
1.5 (106) 3 Style E	48.7	10.4	136	4	E9999	
MG6 - 4651x1827mm, EURO-NCAP N/A						
DRIVER POWER POS: 28th						
1.9 DTi-TECH 5 Sdr C	61.4	8.4	119	17	E13995	
1.9 DTi-TECH TS Sdr C	61.4	8.4	119	17	E16195	
1.9 DTi-TECH TL Sdr C	61.4	8.4	119	17	E17995	
MINI MINI						
www.mini.co.uk / Brochure: 0800 083 5464 / Dealers: 148						
Warranty: 3 years/unlimited miles						
MINI - 3821-3859x1727mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 9th						
1.2 One B	61.4	9.8	108	20	E13750	
1.2 One D A	83.1	11.0	89	20	E14880	
1.57 Cooper B	52.0	7.5	105	20	E15300	
1.57 Cooper D A	74.0	9.2	97	21	E16450	
2.0 Cooper S E	49.0	6.8	133	26	E18655	
2.0 Cooper SD B	68.9	7.4	106	23	E19450	
2.0 John Cooper Works G	42.2	6.3	155	29	E23050	
Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, add £1330 to JCW, 5dr: add £600 (not One/One/D/JCW)						
Clubman - 4253x1800mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.5T Cooper C	55.4	9.1	118	N/A	E19995	
2.0T Cooper S F	45.6	7.2	144	N/A	E22755	
2.0 Cooper D B	68.9	8.6	109	N/A	E22265	
Convertible - 3723x1683mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 145th						
1.6 Cooper E	49.6	11.1	133	18	E17850	
1.6 Cooper D B	70.6	10.3	151	19	E18910	
1.67 Cooper S E	47.1	7.3	139	36	E21050	
1.67 John Cooper Works H	41.5	6.9	166	36	E25295	
1.6 One E	49.6	11.3	133	14	E16420	
2.0 Cooper SD C	62.8	8.7	118	23	E21730	
Paceman - 4110x1789mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.6 Cooper E	47.1	10.4	140	16	E18980	
1.6 Cooper D C	64.2	10.8	115	15	E20210	
1.67 Cooper S F	46.3	7.5	143	30	E22350	
2.0 Cooper SD D	61.4	9.2	122	20	E23070	
1.67 All4 John Cooper Works H	38.2	6.9	172	33	E29440	
Auto: add £1195 to Cooper All4, £1260 to Cooper D, All4; add £1190 to Cooper D, £1225 to Cooper S or £1220 to Cooper SD						

	Eco band	Mpg	0-60mph	CO ₂	Insurance group	List price
Countryman - 4097x1789mm, EURO-NCAP ★★★★☆						
DRIVER POWER POS: 113th						
1.6 Cooper	E	47.0	10.5	140	16	£18510
1.6 Cooper D	C	64.0	10.8	115	16	£19740
1.6 Cooper S	F	46.0	7.4	143	30	£21890
1.6 One	E	47.0	11.9	139	12	£16995
1.6 One D	C	64.0	12.9	115	13	£17990
2.0 Cooper SD	D	61.0	9.3	120	20	£22610
1.6 All4 John Cooper Works	H	38.2	7.0	172	133	£28870
Auto: add £1195 to Cooper ALL4; ALL4: add £1090 to Cooper D, £1255 to Cooper 5 or £1220 to Cooper SD						
Coupe - 3728x1683mm, EURO-NCAP ★★★★☆						
DRIVER POWER POS: 145th						
1.6 Cooper	D	52.0	9.0	127	17	£16840
1.6 Cooper S	E	49.0	6.9	136	30	£19990
1.6 John Cooper Works	G	40.0	6.4	165	36	£24010
2.0 Cooper SD	C	66.0	7.9	114	12	£20710
Auto: add £1085 to Cooper; add £1145 to Cooper S/SD						
Roadster - 3728x1683mm, EURO-NCAP ★★★★☆						
DRIVER POWER POS: 145th						
1.6 Cooper	D	52.0	9.0	127	17	£18260
1.6 Cooper S	E	49.0	6.9	136	30	£21145
1.6 John Cooper Works	G	40.0	6.4	165	36	£24995
2.0 Cooper SD	C	66.0	7.9	114	12	£21860
Auto: add £1085 to Cooper; add £1145 to Cooper S/SD						
MITSUBISHI						
www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113 Warranty: 5 years/unlimited miles						
Mirage - 3710x1665mm, EURO-NCAP ★★★★☆						
DRIVER POWER POS: N/A						
1.0 Mivec 1	A	67.3	13.6	96	15	£9054
1.2 Mivec 2	A	68.9	11.7	96	18	£10154
1.2 Mivec 3	A	65.7	11.7	100	18	£12054
1.2 Mivec auto 3	A	68.9	12.8	95	15	£13054
ASX - 4295x1770mm, EURO-NCAP ★★★★☆						
DRIVER POWER POS: 95th						
1.6 Mivec ZC	E	48.7	11.5	135	15	£15434
1.6 Mivec ZC-M	E	47.9	11.5	136	15	£17664
1.6 Di-D ZC-M	C	61.4	11.2	119	18	£19554
1.6 Di-D 4WD ZC-H	E	56.5	11.2	132	18	£23684
2.2 Di-D auto 4WD ZC-H	G	48.7	10.8	152	23	£25134
Outlander - 4635x1800mm, EURO-NCAP ★★★★☆						
DRIVER POWER POS: 66th						
2.2 Di-D GX2	E	53.3	10.2	138	22	£23984
2.2 Di-D GX3	E	52.3	10.2	140	23	£26784
2.2 Di-D GX4	E	52.3	10.2	140	24	£30684
2.2 Di-D auto GX4s	G	48.7	11.7	153	22	£23244
2.0 Hybrid auto GX3h PHEV	A	148.011	0.0	44	26	£28304
2.0 Hybrid auto GX4h PHEV	A	148.011	0.0	44	27	£29354
2.0 Hybrid auto GX4hs PHEV	A	148.011	0.0	44	28	£30504
Auto: add £1700 to GX3; add £1450 to GX4; GX3h/GX4hs: add £5000 to GX4h/GX4hs						
L200 - 5005-5185x1750mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.5 Di-D Trojan Double Cab	K	35.8	12.1	208	22	£21599
2.5 Di-D Warrior Double Cab	K	35.8	12.1	208	23	£23519
2.5 Di-D Barbarian Double Cab	K	35.8	12.1	208	24	£27119
2.5 Di-D Walkinshaw Double Cab	K	35.8	12.1	208	22	£34340
Auto: add £1680 to SG2/Warrior/Barbarian; Black: add £840 to Trojan/Barbarian; add £2630 to Warrior; SG4: add £3000 to SG3						
Shogun - 4385-4900x1875mm, EURO-NCAP N/A						
DRIVER POWER POS: B1st						
3.2 Di-DC SWB SG2	K	36.2	9.7	207	32	£27144
3.2 Di-DC SWB Warrior	K	36.2	9.7	207	30	£30314
3.2 Di-DC LWB SG2	K	34.9	10.5	213	32	£29544
3.2 Di-DC auto LWB SG3	K	33.2	11.1	224	34	£34744
Auto: add £1685 to SG2/Warrior/Barberian; Barberian: add £2630 to Warrior; SG4: add £3000 to SG3						
MORGAN						
www.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18 Warranty: 3 years/unlimited miles						
3 Wheeler - 3225x1700mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.0 3 Wheeler	N/A	4.5	N/A	N/A	N/A	£25950
4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster						
Roadster - 4010x1630-1751mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.8 4/4	F	44.1	8.0	143	N/A	£33075
2.0 Plus 4	G	40.4	7.5	162	N/A	£36285
3.7 Roadster	L	28.8	5.5	230	N/A	£45900
4.8 Plus 4	M	23.0	4.5	282	N/A	£85200
4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster						
Aero - 4147x1751mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.8 V8 auto Aero Coupe	M	23.0	4.5	282	N/A	£99950
4.8 V8 auto Aero Supersport	M	23.0	4.5	282	N/A	£126900
Manual: no cost option						
NISSAN						
www.nissan.co.uk / Brochure: 01923 899334 / Dealers: 225 Warranty: 3 years/60000 miles						
Micra - 3780x1675mm, EURO-NCAP ★★★★☆						
DRIVER POWER POS: N/A						
1.2 (80) Visia	C	56.5	13.7	115	5	£9640
1.2 (80) Acenta	C	56.5	13.7	115	5	£16165
1.2 (80) Tekna	C	56.5	13.7	115	5	£13015
1.2 DIG-T (88) Visia	A	65.7	11.3	98	8	£13190

	Eco	MPG	6-Gmhp	CO₂	Insurance group	Last price
1.2 DIG-5 (98) Acenta	A	65.7	11.3	99	9	£12715
1.2 DIG-5 (98) Tekna	A	65.7	11.3	99	8	£14115
Auto: add £1000 to 1.2 Acenta/Vista, £1500 to DIG-5 Tekna, n-tec: add £785 to Acenta						
Note - 4100x1690mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 143rd						
1.2 (80) Vista	B	60.1	13.7	109	6	£12130
1.5 dCi (90) Vista	A	78.5	11.9	95	6	£14130
1.2 (80) Acenta	B	60.1	13.7	109	6	£13525
1.2 DIG-5 (98) Acenta	A	65.7	11.7	99	10	£14625
1.5 dCi (90) Acenta	A	78.5	11.9	95	8	£15525
1.2 DIG-5 (98) Tekna	A	65.7	11.7	99	10	£16470
1.5 dCi (90) Tekna	A	78.5	11.9	95	9	£17370
Auto: add £1000 to DIG-5, Acenta Premium: add £900 to Acenta, n-tec: add £900 to Acenta Premium						
Juke - 4135x1765mm, EURO-NCAP ★★★★						
DRIVER POWER POS: N/A						
1.6 Vista	E	56.5	12.0	138	8	£13620
1.5 dCi (110) Vista	B	70.6	11.2	104	11	£15520
1.2 DIG-T (115) Acenta	D	50.4	10.8	119	11	£15130
1.6 Xtronic Acenta	F	44.8	11.5	145	10	£16320
1.5 dCi (110) Acenta	D	70.6	11.2	104	12	£16715
1.6 DIG-T (190) Acenta Premium	G	40.9	82	159	19	£18150
1.6 DIG-T (190) 4WD Xtrn Acm Prrm	H	38.2	84	169	19	£20350
1.2 DIG-T (115) Tekna	D	50.4	10.8	129	11	£17770
1.6 Xtronic Tekna	F	44.8	11.5	145	10	£18770
1.5 dCi (110) Tekna	D	70.6	11.2	104	12	£19165
1.6 DIG-T (190) Tekna	G	40.9	82	159	20	£19200
1.6 DIG-T (190) 4WD Xtrn Tekna	H	38.2	84	169	19	£21400
1.6 DIG-T (128) Nismo RS	G	39.2	70	165	22	£21650
1.6 DIG-T (128) 4WD Xtrn Nismo	H	38.2	80	169	22	£23750
Auto: add £1000 to 1.6 (117), Acenta Premium: add £1000 to Acenta						
Leaf - 4445x1770mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 8th						
1.0P95 Vista	A	N/A	11.9	0	23	£21480
1.0P95 Acenta	A	N/A	11.9	0	23	£23480
1.0P95 Tekna	A	N/A	11.9	0	24	£25490
Leaf Flex: take off £5000, add £70 per month battery rental, Vista: add £1000 to Vista, Acenta: add £1150 to Acenta						
Pulsar - 4387x1776mm, EURO-NCAP ★★★★						
DRIVER POWER POS: N/A						
1.2 DIG-T (115) Vista	C	55.4	10.8	118	12	£15995
1.5 dCi (110) Vista	A	78.5	11.5	94	13	£17595
1.2 DIG-T (115) Acenta	C	55.4	10.8	118	10	£17645
1.5 dCi (110) Acenta	A	78.5	11.5	94	11	£19245
1.6 DIG-T (190) Acenta	E	47.1	7.7	138	17	£19775
1.2 DIG-T (115) n-tec	C	55.4	10.8	118	10	£18995
1.5 dCi (110) n-tec	A	78.5	11.5	94	12	£20595
1.6 DIG-T (190) n-tec	E	47.1	7.7	138	17	£21215
1.2 DIG-T (115) Tekna	C	55.4	10.8	118	10	£20345
1.5 dCi (110) Tekna	A	78.5	11.5	94	12	£21945
1.6 DIG-T (190) Tekna	E	47.1	7.5	138	18	£22475
Auto: add £1350 to DIG-T						
Qashqai - 4330x1780mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 46th						
1.2 DIG-T (115) Vista	D	50.4	11.3	129	17	£18265
1.5 dCi (110) Vista	A	74.3	12.4	99	17	£20015
1.2 DIG-T (115) Acenta	D	50.4	11.3	129	17	£19860
1.5 dCi (110) Acenta	A	74.3	12.4	99	17	£21600
1.2 DIG-T (115) n-tec	D	50.4	11.3	129	17	£21700
1.5 dCi (110) n-tec	A	74.3	12.4	99	17	£23450
1.2 DIG-T (115) Tekna	D	50.4	11.3	129	14	£23800
1.5 dCi (110) Tekna	A	74.3	12.4	99	15	£25550
1.6 dCi (130) n-tec	C	64.2	10.5	115	19	£24700
1.6 dCi (130) Tekna	D	64.2	10.5	115	19	£25800
1.6 dCi (130) n-tec 4WD	D	57.6	10.9	129	19	£26400
1.6 dCi (130) Tekna 4WD	D	57.6	10.9	129	19	£28500
1.6 DIG-T (163) Vista	E	48.7	9.1	138	18	£23200
1.6 DIG-T (163) Tekna	E	48.7	9.1	138	17	£25300
Auto: add £1350 to 1.2 DIG-T, 1.6 dCi, n-tec: add £550 to n-tec						
X-Trial - 4643x1820mm, EURO-NCAP ★★★★						
DRIVER POWER POS: N/A						
1.6 DIG-T (163) Vista	F	45.6	9.7	145	19	£21995
1.6 DIG-T (163) Acenta	F	45.6	9.7	145	19	£23795
1.6 DIG-T (163) n-tec	F	45.6	9.7	145	20	£26445
1.6 DIG-T (163) Tekna	F	45.6	9.7	145	20	£29945
1.6 dCi (130) Vista	D	57.6	10.5	129	19	£23455
1.6 dCi (130) Acenta	D	57.6	10.5	129	19	£25255
1.6 dCi (130) n-tec	D	57.6	10.5	129	20	£28035
1.6 dCi (130) Tekna	D	57.6	10.5	129	20	£30035
Auto: add £1350 (not Vista), 4WD: add £1700 to 1.6 dCi (not Vista), seven seats: add £700 (not DIG-T Vista)						
Navara - 5296x1848mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.5 dCi (144) Vista	K	34.5	13.1	215	10	£21995
2.5 dCi (190) Acenta	K	33.6	11.1	222	9	£22495
2.5 dCi (190) Tekna	K	33.6	11.1	222	9	£27095
3.0 dCi (231) auto Outlaw	L	29.7	10.7	250	11	£37140
Auto: add £1755 to Tekna						
370Z - 4250x1845mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.7 V6 370Z	L	27.0	5.3	248	46	£27015
3.7 V6 370Z GT	L	27.0	5.3	248	46	£32015
3.7 V6 370Z Nismo	L	27.0	5.2	248	46	£37015
Auto: add £1450 to GT						
GT-R - 4670x1895mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.8 V8 GTT GT-R	M	23.9	3.0	275	50	£78020
3.8 V8 GTT GT-R Nismo	M	23.9	3.0	275	50	£125000
PEUGEOT						
www.peugeot.co.uk / Brochure: 0845 200 1234 / Dealers: 300						
Warranty: 3 years/60000 miles						
ION - 3474x1475mm, EURO-NCAP ★★★★						

	Eco hand	MPG	t-kilop	CO ₂	Insurance group	Last price
DRIVER POWER POS: N/A						
On	A	N/A	15.9	0	28	£26216
108 - 3475x1615mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 18th						
1.0 (68) Access	A	68.9	14.3	95	6	£8245
1.0 (68) Active	A	68.9	14.3	95	6	£8495
1.0 (68) Active Stop & Start	A	74.3	14.6	88	6	£9745
1.2 VTi (82) PureTech Allure	A	65.7	11.0	99	11	£10995
1.2 VTi (82) PureTech Feline	A	65.7	11.0	99	11	£11845
1.2 VTi (82) Roland Garros Top!	A	65.7	11.0	99	12	£12495
Auto: add £250 to 1.5 Active Sdri; Sdri: add £400 to 3.0 Active and Allure; 108 Top!: add £900 to Active and Allure						
208 - 396x2173mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 73rd						
1.0 PureTech (68) Access A/C 3dr	B	64.2	14.0	102	7	£11695
1.0 PureTech (68) Active 3dr	B	64.2	14.0	102	7	£12495
1.2 PureTech (82) Active 3dr	B	62.8	12.2	104	10	£12995
1.2 PureTech (82) Allure 3dr	B	62.8	12.2	104	10	£14195
1.2 PureTech (110) Allure 3dr	B	62.8	9.6	103	13	£15495
1.2 PureTech (110) GT Line 3dr	B	62.8	9.6	103	13	£16095
1.6 BlueHDi (75) Access A/C 3dr	A	80.7	13.3	90	15	£13845
1.6 BlueHDi (75) Active 3dr	A	80.7	13.3	90	15	£14645
1.6 BlueHDi (75) S&S Active 3dr	A	94.2	13.3	79	15	£14845
1.6 BlueHDi (75) Allure 3dr	A	80.7	13.3	90	15	£15845
1.6 BlueHDi (100) S&S Allure 3dr	A	83.1	10.7	87	20	£16445
1.6 BlueHDi (100) S&S GT Line 3dr	A	83.1	10.7	87	20	£17045
1.6 BlueHDi (100) S&S GT Line 3dr	A	78.5	9.4	94	23	£17645
1.6 THP (200) GT Line 3dr	D	52.3	6.5	125	32	£19145
1.6 THP (200) GT Peugeot Spt	D	52.3	6.5	125	32	£19195
Auto: add £825 to 1.2 PureTech (82) Active and Allure; add £1000 to 1.2 PureTech (110) Allure and GT Line; Sdri: add £600 (not GT); Stop&Start: add £200 to 1.6 BlueHDi (75) (not Access), Allure; add £1400 to Active (not 1.4 HDi), GTi Prestige; add £850 to GTi						
308 - 425x1804mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 17th						
1.2 PureTech (82) Access	C	55.4	13.3	117	9	£14895
1.6 HDi (92) Access	A	78.5	11.3	93	15	£16845
1.2 PureTech (110) Sportium	B	61.4	11.1	105	14	£17345
1.2 PureTech (130) Sportium	B	61.4	9.6	107	14	£18095
1.2 PureTech (110) Active	B	61.4	11.1	105	14	£17845
1.2 PureTech (130) Active	B	61.4	9.7	107	14	£18595
1.6 HDi (92) Active	B	78.5	11.3	93	15	£18545
1.6 HDi (115) Active	A	76.3	10.2	95	18	£19345
1.6 BlueHDi (120) Active	A	91.1	9.8	82	22	£19745
2.0 BlueHDi (150) Allure	B	70.8	8.9	705	24	£21845
2.0 PureTech (130) GT Line	B	58.9	10.3	110	16	£21345
2.0 BlueHDi (150) GT Line	A	74.3	10.9	100	19	£22095
2.0 BlueHDi (150) GT Line	B	70.8	8.9	105	26	£23995
2.0 BlueHDi (180) auto GT	D	50.4	7.5	130	26	£23995
2.0 BlueHDi (180) auto GT	B	70.6	8.4	103	29	£25845
1.6 THP (250) GT by Peugeot Spt	E	47.1	6.2	139	NA	£26555
1.6 THP (270) GT by Peugeot Spt	E	47.1	6.0	139	NA	£28155
Auto: add £1000 to 1.2 PureTech (130), 2.0 BlueHDi (150), 308 SW; add £1100, Allure; add £1200 to Active						
508 - 4830x1853mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 104th						
1.6 e-HDi (115) Active Nav	C	67.3	12.4	111	24	£22045
2.0 HDi (140) Active Nav	C	61.4	10.8	119	27	£22445
2.0 BlueHDi (150) Allure Nav	B	67.3	9.8	109	30	£26395
2.0 HDi (163) Active Allure Nav	B	52.3	10.1	140	30	£27195
2.0 HDi (200) auto GT	C	53.3	8.8	140	37	£30645
2.0 HDi (200) auto HYbrid4 Allure	A	80.7	9.3	91	36	£26200
2.0 BlueHDi (180) RXH 5W	D	61.4	9.7	119	32	£32955
2.0 HDi (200) Hybrid4 RXH 5W	B	70.6	9.5	104	37	£34645
Auto: add £500 to 1.6 e-HDI, 508 SW; add £1200-E1400 (not HYbrid4), Allure Nav; add £2850 to Active Nav						
Bipper Tepee - 386x1811mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.3 HDI (75) 5/S Style	C	62.8	16.8	119	2	£13745
1.3 HDI (75) 5/S	C	62.8	16.8	119	2	£12995
Auto: add £900						
Partner Tepee - 4380x1810mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.6 HDi (115) Outdoor	E	53.3	12.1	139	9	£16100
1.6 HDi (93) Outdoor	E	54.3	14.3	135	6	£17330
1.6 HDi (92) S	D	54.3	14.3	125	6	£15135
1.6 HDi (75) S	E	54.3	13.7	135	3	£14665
1.6 VTi (120) S	G	38.7	13.4	164	5	£14640
1.6 VTi (98) Urban	G	42.2	14.7	155	2	£13285
Auto: add £900 to 1.6 HDi (92) S						
308B - 4355x1837mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 105th						
1.6 VTi (120) Access	G	42.1	11.8	155	15	£17250
1.6 HDi (115) Access	D	58.9	13.6	125	15	£19045
1.6 VTi (120) Active	G	42.1	11.8	155	15	£18950
1.6 THP (156) Allure	G	40.9	8.9	159	20	£21750
1.6 HDi (115) Active	D	58.9	13.6	125	15	£20495
2.0 HDi (150) Active	E	53.2	9.7	139	20	£21600
2.0 HDi (200) HYbrid4 Active	A	83.1	8.5	88	26	£22745
2.0 HDi (200) HYbrid4 Allure	A	72.4	8.5	99	26	£28245
Auto: add £850 to 1.6 HDi, E1200 to 2.0 HDi Allure, Allure; add £1600 to Active (not 1.6 VTi)						
500B - 4530x1888mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 164th						
1.6 VTi (120) Access	G	40.9	12.3	159	13	£19050
1.6 HDi (115) Access	D	56.4	12.9	128	14	£20745
1.6 VTi (120) Active	G	40.9	12.3	159	12	£20800
1.6 THP (156) Allure	G	40.9	8.7	159	17	£23450
1.6 HDi (115) Active	E	56.4	12.9	132	14	£22445
2.0 HDi (150) Active	F	51.3	10.0	142	18	£23450
Auto: add £850 to 1.6 HDi, E1200 to 2.0 HDi Allure, Allure; add £1750 to Active (not 1.6 VTi)						
2008 - 4159x1739x1839mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 33rd						
1.2 VTi (82) Access+	C	57.6	13.5	114	10	£12995

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Eco band	MPG	0-60mph	CO ₂	Insurance group	List price	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price		
Zoe - 4090x1845mm, EURO-NCAP N/A						Z5hp Zoe Dynamique Zen/Intens	A	N/A	13.5	0	£15195		
1.2 VTi (82) Active	C	57.6	13.5	114	11	£14095	75hp Zoe i-Expression	A	N/A	13.5	0	£19443	
1.6 VTi (120) Active	E	47.9	9.5	135	19	£15050	75hp Zoe i-Dynamique Zen/Intens	A	N/A	13.5	0	£20043	
1.4 HDI (70) Active	B	70.6	14.9	104	10	£15295	Battery hire: from £25 per month (included with V models)						
1.6-e-HDI (92) EGC Active	A	74.3	13.3	104	20	£16645	Clio - 4062x1731mm, EURO-NCAP N/A						
1.2 VTi (82) Allure	C	57.6	13.5	114	11	£15295	DRIVER POWER POS: 7th						
1.6 VTi (120) Allure	E	47.9	9.5	135	20	£16450	1.2 16v (75) Expression	D	51.4	15.4	127	7	£11145
1.6-e-HDI (92) EGC Allure	A	74.3	13.3	98	18	£17845	1.2 16v (75) Expression+	D	51.4	15.4	127	8	£12675
1.6-e-HDI (115) EGC Allure	B	70.6	10.4	106	20	£18045	0.9T Tce (90) Expression+	B	62.8	12.2	104	9	£13675
1.6-e-HDI (115) EGC Amb	E	47.9	9.5	135	19	£17850	1.2 16v (75) Dynamique Nav	D	51.4	15.4	127	8	£13675
1.6-e-HDI (115) EGC Amb	B	70.6	10.4	106	20	£19445	0.9T Tce (90) Dynamique Nav	A	83.1	11.7	90	13	£14975
Auto: add £600 to 1.6-e-HDI Active and Allure, £800 to 1.6 VTi Allure, Feline Mistral Ambience: add £200 to Calima Ambience						1.5 dCi (90) Dynamique Nav	A	83.1	11.7	90	13	£15975	
1.6-e-HDI (115) EGC Amb	F	44.8	5.9	145	42	£32000	1.5 dCi (90) Dynamique S Nav	A	83.1	11.9	93	13	£16975
Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport						1.2 16v (120) EDC GT Line	C	54.3	9.9	120	14	£17225	
1.6 THP (156) Sport	F	44.1	8.3	149	27	£22100	1.6 (200) EDC Renaultsport	E	47.9	6.7	133	29	£19130
1.6 THP (200) GT	G	42.1	7.6	155	33	£26900	1.6 (220) EDC R-Sport Trophy	E	47.9	6.6	135	29	£21780
2.0 HDi (163) Sport	E	53.2	8.7	139	29	£23950	Auto: add £1300 to dCi Dynamique/Dynamique S, ECO: add £250 to 1.5 dCi and 900 Tce						
1.6 THP (270) R	F	44.8	5.9	145	42	£32000							
Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport													
RICOH IMAGING													
PORSCHE													
www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36													
Warranty: 3 years/unlimited miles													
Panamera - 4970x1931mm, EURO-NCAP N/A													
DRIVER POWER POS: 7th													
3.6 V6 PDK Panamera	J	33.6	6.3	195	46	£63913	Megane Coupe - 4295x1808x1848mm, EURO-NCAP ★★★★						
3.0 V6 PDK Panamera Diesel	G	44.8	6.4	165	46	£65289	DRIVER POWER POS: 9th						
3.6 V6 PDK Panamera 4	K	32.4	6.1	203	47	£6374	1.6 (110) Expression+	G	40.9	10.5	159	13	£16750
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50	£84401	1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£18245
4.8 V8 PDK Panamera S	S	32.5	5.1	204	49	£82439	1.2 Energy Tce (115) Expression	C	53.3	10.9	119	16	£17570
4.8 V8 PDK Panamera 4S	I	31.7	4.8	208	50	£86080	1.6 (110) Limited	G	40.9	10.5	159	13	£16250
4.8 V8 PDK Panamera GTS	L	26.4	4.4	249	50	£93391	1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£19745
4.8 V8T PDK Panamera Turbo	T	27.7	4.1	239	50	£108066	1.2 16v (115) Dynamique Nav	G	40.9	10.5	159	13	£18570
4.8 V8T PDK Panamera Turbo S	S	27.7	4.1	239	50	£111152	1.5 Energy dCi (110) Dynamique Nav	B	68.9	12.3	106	16	£19245
Macan - 4681x1923mm, EURO-NCAP ★★★★													
DRIVER POWER POS: N/A													
2.0T PDK Macan	H	39.2	6.9	168	35	£41578	Megane Coupe - 4295x1808x1848mm, EURO-NCAP ★★★★						
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£44650	DRIVER POWER POS: 9th						
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	195	39	£44636	1.6 (110) Limited	G	40.9	10.5	159	13	£18750
3.6 V6 PDK Macan Turbo	K	31.7	4.8	208	44	£60994	1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£19745
Cayenne - 4855x1939x1954mm, EURO-NCAP N/A													
DRIVER POWER POS: N/A													
3.6 V6 Tiptronic Cayenne	K	30.7	7.7	215	44	£49576	Cayenne - 4855x1939x1954mm, EURO-NCAP N/A						
3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	45	£50441	DRIVER POWER POS: N/A						
3.0 V6 Tiptronic Cayenne S E-Hybrid	A	83.1	5.9	79	49	£62099	1.6 (110) Limited	G	40.9	10.5	159	13	£18750
4.8 V8 Tiptronic Cayenne S Diesel	S	35.3	5.4	209	50	£62099	1.5 Energy dCi (110) Dynamique Nav	B	68.9	12.3	106	16	£19745
4.8 V8 Tiptronic Cayenne S	I	29.7	5.5	223	48	£60845	1.2 16v (115) Dynamique Nav	G	53.3	10.9	119	16	£18570
3.6 V8 Tiptronic Cayenne GT	M	28.8	5.2	228	50	£72523	1.5 Energy dCi (110) Dynamique Nav	B	68.9	12.3	106	16	£19745
4.8 V8T Tiptronic Cayenne Turbo	M	25.2	4.5	261	40	£73574	2.0T eGT 220	H	38.7	7.6	169	31	£24230
4.8 V8T Tiptronic Cayenne Turbo S	M	24.6	4.1	267	50	£110455	2.0T Renaultsport 265	H	37.7	6.0	174	36	£25935
Buster - 4374x4414x1801mm, EURO-NCAP N/A													
DRIVER POWER POS: N/A													
2.7 Boxster	J	34.4	5.8	192	40	£39553	2.0T Renaultsport 275 Trophy	H	37.7	6.0	174	36	£28930
3.4 Boxster 5	K	32.1	5.1	206	43	£47858	2.0T Renaultsport 275 Trophy - H	H	37.7	5.8	174	39	£36430
3.4 Boxster GT5	K	31.4	5.0	211	43	£53872	Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Sport Tourer: add £1000						
3.4 Boxster Spyder	L	28.5	4.5	230	46	£60459							
POD: add £1782 (E2201 to GT5, not Spyder)													
Cayman - 4380x4438x1801mm, EURO-NCAP N/A													
DRIVER POWER POS: N/A													
2.7 Cayman	J	34.4	5.7	192	37	£39694	Captur - 4122x1778mm, EURO-NCAP ★★★★						
3.4 Cayman 5	K	32.1	5.0	206	41	£47873	DRIVER POWER POS: 4th						
3.4 Cayman GT5	K	31.4	4.9	211	43	£53597	0.9T Tce (90) Expression+	C	56.5	13.0	115	11	£14295
3.4 Cayman GT4	L	27.4	4.4	238	48	£64451	1.5 dCi (110) Expression+	A	76.4	13.1	95	11	£15995
POD: add £1782 (E2351 to GT5, not GT4)							0.9T Tce (90) Dynamique Nav	C	56.5	13.0	115	11	£15395
911 - 4491x4548x1808-1880mm, EURO-NCAP N/A							0.9T Tce (90) Dynamique Nav	A	76.4	13.1	95	12	£16995
DRIVER POWER POS: N/A							1.5 dCi (110) Dynamique Nav	A	76.4	13.1	95	12	£16995
3.6 Carrera	K	31.4	4.8	212	46	£73509	1.5 dCi (110) Dynamique Nav	C	64.2	10.3	114	34	£22495
3.8 Camera S	K	29.7	4.5	224	47	£87345	1.2 16v (130) XMOD Dynamique Nav	F	44.1	11.4	145	20	£22405
3.8 Camera GTS	K	29.7	4.4	223	47	£70198	1.2 16v (130) XMOD Dynamique Nav	E	48.2	11.7	174	19	£19365
3.8 Camera Cabriolet	K	30.7	5.0	217	49	£82169	1.2 16v (130) XMOD Dynamique Nav	E	47.9	11.7	174	19	£20655
3.8 Camera Cabriolet	L	29.1	4.7	229	50	£92204	1.2 16v (130) XMOD Dynamique Nav	E	47.9	11.7	174	19	£20655
3.8 Camera GTS Cabriolet	L	29.1	4.6	226	50	£99602	1.2 16v (130) XMOD Dynamique Nav	E	47.9	11.7	174	19	£20655
3.8 Camera 4 GT Cabriolet	L	28.2	4.7	230	50	£104385	1.2 16v (130) XMOD Dynamique Nav	E	45.6	11.4	140	20	£21055
3.8 Camera 4S	L	30.4	4.9	219	46	£70365	1.5 dCi (130) XMOD Dynamique Nav	B	68.9	12.5	105	19	£21395
3.8 Camera 4S	L	28.5	4.5	234	48	£88400	1.6 dCi (130) XMOD Dynamique Nav	C	65.4	10.3	114	24	£24295
3.8 Camera 4 GT	L	28.5	4.4	233	50	£95862	1.6 dCi (130) XMOD Dynamique Nav	C	65.4	10.3	114	24	£24295
3.8 Targa 4 GT5	L	28.2	4.8	237	50	£97060	1.6 dCi (130) XMOD Dynamique Nav	C	65.4	10.3	114	24	£24295
3.8 Targa 4 GT5	L	28.2	4.7	237	50	£10510	1.6 dCi (130) XMOD Dynamique Nav	C	65.4	10.3	114	24	£24295
3.8 PDK Turbo	L	29.1	3.2	227	50	£120598	1.6 dCi (130) XMOD Dynamique Nav	C	65.4	10.3	114	24	£24295
3.8 PDK Turbo S	L	29.1	3.1	227	50	£141230	1.6 dCi (130) XMOD Dynamique Nav	C	65.4	10.3	1		

	Eco band	MPG	60mph	CO ₂	Insurance group	List price
1.0 12v (60) Ecomotive 3dr	A	68.9	14.4	96	1	£9530
1.0 12v (60) SE 3dr	B	62.8	14.4	105	3	£9630
1.0 12v (60) i-TECH 3dr	B	62.8	14.4	105	3	£9995
1.0 12v (75) Sport 3dr	B	60.1	13.2	108	2	£10380
1.0 12v (75) by MANGO 3dr	B	60.1	13.2	108	2	£10995
Auto: add £1130 to 5dr; add £350						

Octavia - 4031-4072x1693mm, EURO-NCAP ★★★★

DRIVER POWER POS: 169th

	Eco band	MPG	60mph	CO ₂	Insurance group	List price
1.2 TDI (70) 5 A/C SC 3dr	D	52.3	13.9	125	5	£11410
1.2 TDI 5 A/C SC 3dr	B	72.4	13.9	102	7	£13305
1.2 TDI 5 Ecomotive 3dr	A	80.7	13.9	92	7	£13830
1.4 16v SE SC 3dr	E	47.9	11.8	139	9	£12545
1.4 16v Toca 3dr	E	47.9	11.8	139	11	£12870
1.4 16v 30 Years 3dr	E	47.9	11.8	139	12	£12870
1.2 TDI DSG SE SC 3dr	D	53.3	9.7	124	12	£14185
1.2 TDI SE Ecomotive SC 3dr	A	80.7	13.9	92	7	£14360
1.2 TDI SE SC 3dr	C	65.7	10.5	112	12	£14910
1.2 TSI SC 3dr	C	55.4	9.8	119	15	£13790
1.2 TSI FR SC 3dr	C	55.4	9.8	119	12	£14190
1.4 TSI ACT FR SC 3dr	B	60.1	7.8	105	12	£15495
1.6 TDI FR SC 3dr	C	65.7	10.5	112	14	£15910
2.0 TDI FR SC 3dr	D	60.1	8.2	123	27	£17085
1.4 TSI DSG Cupra SC 3dr	E	47.9	6.9	139	27	£18980
DSG: add £895 to 1.2 TSI FR; 5dr: add £500 to SC; 5T: add £1210, FR Edition: add £600 to 1.4 TSI ACT FR						

Toledo - 4482x1703mm, EURO-NCAP ★★★★

DRIVER POWER POS: N/A

	Eco band	MPG	60mph	CO ₂	Insurance group	List price
1.2 TSI (85) S	C	55.4	11.8	119	10	£14265
1.2 TSI (105) S	C	56.5	10.4	116	13	£15295
1.2 TSI (105) i-TECH	C	56.5	10.4	116	15	£17105
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	17	£17965
1.6 TDI (105) Ecomotive S	B	72.4	10.6	104	15	£17150
1.6 TDI (105) Ecomotive i-TECH	B	72.4	10.6	104	15	£18870
SE Nav: add £1200 to 5 (not 1.2 TSI (85))						

Leon - 4263x1784mm, EURO-NCAP ★★★★

DRIVER POWER POS: 4th

	Eco band	MPG	60mph	CO ₂	Insurance group	List price
1.2 TSI 5 Sd	C	57.6	9.9	114	12	£16115
1.6 TDI 5 Sd	A	74.3	10.7	99	13	£17815
1.2 TSI SE Sd	C	57.6	9.9	114	13	£17235
1.4 TSI SE Sd	C	54.3	8.2	119	17	£17835
1.6 TDI (105) Ecomotive SE Sd	A	74.3	10.7	99	13	£18935
2.0 TDI (150) SE Sd	B	68.9	8.4	106	19	£20285
1.4 TSI ACT FR Sd	B	54.3	8.0	109	20	£20000
1.8 TSI FR Sd	E	47.1	7.5	139	25	£20775
2.0 TDI (150) FR Sd	B	68.9	8.4	106	20	£21830
2.0 TDI (184) FR Sd	C	65.7	7.5	112	26	£22820
2.0 TSI (265) Cupra SC 3dr	F	44.1	5.9	149	26	£25960
2.0 TSI (280) Cupra Sd	F	44.1	5.8	149	26	£27510
2.0 TDI (150) X-PERIENCE SE	D	57.6	8.7	129	25	£24385
2.0 TDI (184) DSG 4x4 SE Tech	E	55.4	7.1	133	23	£28870
DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI SC 3dr; £300 less than 5dr; Leon ST: add £825						

Alhambra - 4954x1904mm, EURO-NCAP ★★★★

DRIVER POWER POS: N/A

	Eco band	MPG	60mph	CO ₂	Insurance group	List price
2.0 TDI (140) Ecomotive S	F	50.0	10.9	146	18	£25630
2.0 TDI (140) i-TECH	F	50.0	10.9	146	18	£26630
2.0 TDI (177) SE Lux	G	49.0	9.5	158	21	£32420

DSG: add £1285; SE: add £1875 to 5; SE Lux: add £3515 to 5

SKODA

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Warranty: 3 years/60000 miles

Citigo - 356x1641mm, EURO-NCAP ★★★★

DRIVER POWER POS: 31st

	Eco band	MPG	60mph	CO ₂	Insurance group	List price
1.0 MPI (60) 5 Drs	B	62.8	14.4	105	1	£8275
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1	£9135
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1	£10670
1.0 MPI (75) SE L 3dr	A	67.3	12.3	98	2	£10465

ASG auto: add £305 to SE and SE L (75); 5dr: add £350, GreenTech: add £60 to (60) SE and Elegance

Fabia - 3992x1732mm, EURO-NCAP ★★★★

DRIVER POWER POS: N/A

	Eco band	MPG	60mph	CO ₂	Insurance group	List price
1.0 MPI (60) S	B	60.1	15.7	106	2	£10600
1.0 MPI (75) S	B	58.8	14.7	108	4	£11460
1.2 TSI (110) DSG S	B	60.1	9.4	109	13	£13740
1.4 TDI (90) S	A	83.1	11.1	88	12	£14990
1.0 MPI (75) SE	B	58.8	14.7	108	5	£12760
1.2 TSI (90) SE	B	60.1	10.9	107	10	£13390
1.2 TSI (110) SE	B	59.8	9.4	110	14	£14040
1.4 TDI (90) SE	A	83.1	11.1	88	12	£15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14	£16840

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L; add £850 to SE, Monte Carlo: add £1,050 to SE L, Estate: add £1000 to selected models

Rapid - 4483x1706mm, EURO-NCAP ★★★★

DRIVER POWER POS: 25th

	Eco band	MPG	60mph	CO ₂	Insurance group	List price
1.2 90 S	B	60.1	11.3	107	13	£14400
1.2 90 SE	B	60.1	11.3	107	13	£15375
1.2 TSI (110) SE	B	57.7	9.8	110	17	£16115
1.2 TSI (110) Sport	B	57.7	9.8	110	17	£16165
1.4 TSI (125) DSG SE	C	58.9	9.0	114	17	£17710
1.4 TDI (90) S	A	78.5	11.7	94	14	£16280
1.6 TDI (115) S	B	67.0	10.0	109	17	£17160
1.4 TDI (90) SE	A	78.5	11.7	94	14	£17255
1.6 TDI (115) SE	B	67.0	10.0	109	17	£18135

Rapid Spaceback: add £540, DSG: add £1160 to 1.4 TDI SE; add £750 to SE

Octavia - 4659x1814mm, EURO-NCAP ★★★★

DRIVER POWER POS: 11th

	Eco band	MPG	60mph	CO ₂	Insurance group	List price
1.2 TSI (110) S	C	57.7	10.2	114	13	£16285
1.6 TDI (110) S	A	74.3	10.6	99	13	£18300
1.2 TSI (110) SE	C	57.7	10.2	114	18	£17635
1.4 TSI (150) SE	C	55.4	8.1	118	18	£18810
1.6 TDI (110) SE	A	74.3	10.6	99	13	£19650
2.0 TDI (140) SE	B	70.6	8.4	106	19	£20535
1.4 TSI (140) SE L	C	55.4	8.1	118	20	£20510
1.6 TDI (110) SE L	A	74.3	10.6	99	14	£21350
2.0 TDI (150) SE L	B	70.6	8.4	106	20	£22235
1.8 TSI (180) Laurin & Klement	E	47.9	7.3	135	25	£26465

Driver Power Pos: 11th

	Eco band	MPG	60mph	CO ₂	Insurance group	List price
1.0 12v (60) Ecomotive 3dr	A	68.9	14.4	96	1	£9530
1.0 12v (60) SE 3dr	B	62.8	14.4	105	3	£9630
1.0 12v (60) i-TECH 3dr	B	62.8	14.4	105	3	£9995
1.0 12v (75) Sport 3dr	B	60.1	13.2	108	2	£10380
1.0 12v (75) by MANGO 3dr	B	60.1	13.2	108	2	£10995
Auto: add £1130 to 5dr; add £350						

DRIVER POWER POS: 169th

	Eco band	MPG	60mph	CO₂	Insurance group	List price

<tbl_r cells="7" ix="5" maxcspan="1" maxrspan="1" usedcols="7

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
Corsa - 4021x1736-1744mm, EURO-NCAP ★★★★						
DRIVER POWER POS: N/A						
1.2 (70) Life 3dr	D	52.3	16.0	126	2	£10900
1.4 (80) Life 3dr	D	54.3	13.2	121	6	£11245
1.3 (CDT) (75) S/S ecoFLEX Life 3dr	A	74.3	14.8	100	6	£13150
1.2 (70) Sting 3dr	D	53.3	16.0	124	2	£8995
1.4 (80) ecoFLEX Sting 3dr	C	55.4	13.2	119	6	£9340
1.0T (115) S/S ecoFLEX Sting R 3dr	C	57.6	10.3	114	11	£10825
1.0T (115) S/S ecoFLEX Sting R 3dr	C	57.6	10.3	114	11	£10995
1.2 (70) Exclusiv 3dr	D	53.3	16.0	123	6	£11965
1.4 (80) ecoFLEX Exclusiv 3dr	C	55.4	13.2	119	6	£12310
1.0T (115) S/S ecoFLEX Exclusiv 3dr	C	57.6	10.3	114	12	£14095
1.2 (70) Limited Edition 3dr	D	52.3	16.0	126	3	£13805
1.4 (80) Limited Edition 3dr	D	54.3	13.2	121	7	£14150
1.0T (115) S/S ecoFLEX Edt Ed 3dr	C	57.6	10.3	115	13	£15635
1.2 (70) Design 3dr	D	52.3	16.0	123	3	£10900
1.4 (80) Design 3dr	D	54.3	13.2	121	6	£11245
1.0T (90) S/S ecoFLEX Design 3dr	B	57.6	11.9	102	9	£12730
1.3 (CDT) (75) S/S eFLX Design 3dr	A	74.3	14.8	100	6	£13150
1.3 (CDT) (75) S/S eFLX Design 3dr	A	85.6	11.9	97	9	£13650
1.2 (70) SRi 3dr	D	53.3	16.0	124	3	£11595
1.4 (80) SRi 3dr	C	55.4	13.2	119	6	£11940
1.0T (90) S/S ecoFLEX SRi 3dr	B	57.6	11.9	100	9	£13425
1.4T (100) S/S ecoFLEX SRi 3dr	C	55.4	11.0	119	10	£12595
1.3 (CDT) (75) S/S eFLX SRi 3dr	A	76.3	14.8	99	6	£13845
1.3 (CDT) (75) S/S eFLX SRi 3dr	A	88.3	11.9	97	9	£13435
1.2 (70) SE 3dr	D	53.3	16.0	124	3	£12240
1.4 (80) ecoFLEX SE 3dr	C	55.4	13.2	119	6	£12585
1.0T (90) S/S ecoFLEX SE 3dr	B	57.6	11.9	100	9	£14070
1.4T (100) S/S ecoFLEX SE 3dr	C	55.4	11.0	119	10	£13240
1.3 (CDT) (75) S/S eFLX SE 3dr	A	76.3	14.8	99	7	£14490
1.3 (CDT) (75) S/S eFLX SE 3dr	A	88.3	11.9	85	9	£14990
1.6T (205) VX5 3dr	B	57.7	6.5	174	30	£17995
Auto: add £655 to 1.4 (90) (not Line, Sting, Limited Edition), 5dr; add £600 (not Sting 1.0), SRi, VX-Line; add £1035 to SRi						
Astra - 4290-4419x1753-1814mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 172nd						
1.4 VVT (100) Expression	D	51.0	14.0	129	9	£12995
1.4 VVT (100) Design	D	51.0	12.9	129	9	£15250
1.6 VVT (151) Design	F	45.0	9.9	147	12	£16060
1.3 (CDT) (95) ecoFLEX S/S Design	B	72.0	13.8	104	12	£16835
1.6 (110) ecoFLEX Design	A	63.0	11.8	15	17735	
1.6 (110) ecoFLEX Design	B	63.0	10.7	104	18	£18330
1.4 VVT (100) Excite	D	51.0	12.9	129	9	£17755
1.6 VVT (151) Excite	F	45.0	9.9	147	12	£18565
1.7 (CDT) (110) eFLX S/S Excite	A	63.0	11.8	99	15	£19845
2.0 (CDT) (165) Tech Line	C	63.0	8.5	119	10	£19995
1.4 VVT (100) SRi	D	51.0	12.9	129	9	£18735
1.6 VVT (151) SRi	F	46.0	10.9	146	12	£19545
1.4T (120) SRi	E	48.0	9.9	138	17	£20205
1.6T (180) SRi	G	42.0	7.9	159	12	£20810
1.6 (CDT) (110) ecoFLEX SRi	A	63.0	11.8	94	15	£21740
1.6 (CDT) (110) ecoFLEX SRi	B	63.0	10.7	104	18	£22335
1.7 (CDT) (110) S/S 99 SRi	A	76.0	11.8	95	15	£21245
2.0 (CDT) (165) SRi	C	63.0	8.5	119	20	£22825
2.0 (CDT) (165) S/S BiTurbo	D	53.3	7.8	134	26	£24205
Auto: add £1020 to 2.0 CDTI, £1320 to 1.6 VVT, Sports Tourer; add £670 to 1.4 VVT, Tech Line; add £1390 to Design, Tech Line GT; add £125 to Tech Line, Elite; add £1695 to SRi (selected models)						
Ampera - 4498x1787mm, EURO-NCAP ★★★★						
DRIVER POWER POS: N/A						
1.4 Auto Positiv	A	235.4	9.0	27	20	£28750
1.4 auto Electron	A	235.4	9.0	27	21	£30495
Insignia - 4842x1856mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 165th						
1.8 VVT (140) Design Sdr	G	40.4	11.5	164	14	£16479
1.4T (140) S/S Design Sdr	D	54.3	10.9	123	15	£17394
2.0 (CDT) (120) S/S Design Sdr	A	76.3	11.9	155	19	£18944
1.2 (110) Design	C	62.8	11.1	119	15	£18104
2.0 (CDT) (140) ecoFLEX Design Sdr	A	76.3	10.5	18	19194	
1.6 (110) ecoFLEX Design	C	65.7	9.5	114	20	£19554
1.8 (VVT) (140) SRi Sdr	G	40.4	11.5	164	14	£18279
1.4T (140) S/S SRi Sdr	D	54.3	10.9	123	15	£19194
2.0 (CDT) (120) S/S SRi Sdr	A	76.3	11.9	155	19	£20744
2.0 (CDT) (120) S/S SRi Sdr	C	62.8	11.1	119	16	£19004
2.0 (CDT) (140) ecoFLEX SRi Sdr	A	76.3	10.5	199	19	£20994
1.6 (CDT) (130) ecoFLEX SRi Sdr	C	65.7	9.5	114	20	£21354
2.0 (CDT) (195) S/S SRi Sdr	E	60.1	8.5	125	24	£24814
2.0 (CDT) (250) S/S VX-Line Sdr	H	39.2	7.5	169	26	£22449
1.4T (140) S/S Elite Sdr	E	60.1	8.7	186	15	£21574
1.6T (170) S/S Elite Sdr	E	47.9	9.2	139	20	£22964
2.0T (250) S/S Elite Sdr	H	39.2	7.5	169	26	£23609
2.0 (CDT) (120) S/S Elite Sdr	A	76.3	11.9	155	19	£20744
2.0 (CDT) (120) S/S SRi Sdr	C	62.8	11.1	119	16	£19004
2.0 (CDT) (140) ecoFLEX SRi Sdr	A	76.3	10.5	199	19	£20994
1.6 (CDT) (130) ecoFLEX SRi Sdr	C	65.7	9.5	114	20	£21354
2.0 (CDT) (195) S/S SRi Sdr	E	60.1	8.5	125	24	£24814
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1.6T (205) S/S Elite Sdr	H	39.2	7.5	169	26	£23609
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2.0 (CDT) (140) ecoFLEX SRi Sdr	A	76.3	10.5	199	19	£20994
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2.0 (CDT) (195) S/S						



Monza's F1 future under threat

Ecclestone pushes for deal

Pirelli tyre row rumbles on



Stephen Errity

Stephen_Errity@dennis.co.uk

AE FORMULA One rolls into the historic setting of Monza in Italy this weekend, but recent comments from F1 supremo Bernie Ecclestone suggest the iconic track's days on the calendar are numbered.

Speaking at the previous round at Spa, Belgium, Ecclestone said: "They've got a contract, all they've got to do is find a pen, it's easy. We'll see what happens. I hope we don't lose this track, but the chance of it happening is now very high."

As is almost always the case when any grand prix's position on the calendar is threatened, the issue at stake is the large hosting fee that has to be paid to Formula One management by the track each year.

"We cannot make exceptions," continued Ecclestone. "The conditions are the same for Monza as any other circuit we visit."

Monza's high-speed, low-downforce layout, picturesque parkland setting and passionate Italian fanbase make it a well loved destination among drivers, teams and spectators – but like many traditional circuits in Western countries, it can't match the government-backed budgets of newer facilities in the Middle East and Asia.

Since the championship began in 1950, Monza has missed holding the Italian Grand Prix just once – in 1980, when the San Marino GP venue Imola substituted. That track could be in line to replace it again.

In the paddock, attention will be focused on Pirelli at Monza, after a war of words erupted between the tyre manufacturer and Ferrari's Sebastian Vettel over the race at Spa. The German narrowly missed out on



a podium finish when his right-rear tyre blew out on the penultimate lap.

Pirelli racing boss Paul Hembery said the team had ignored his company's advice on how long the medium-compound tyres would last around the demanding Spa track.

An angry Vettel, however, told reporters: "Things like that are just not allowed to happen. I didn't go off the track, just out of the blue it explodes. It's unacceptable."

Viewers in the UK can watch the Italian Grand Prix live on Sunday afternoon on Sky Sports F1, with highlights of the race shown on the BBC later in the evening.



TYRE TROUBLE
Angry Vettel hit out at Pirelli after this tyre failure at Belgian GP

Peugeot Sport unveils 308 racer

PEUGEOT has unveiled a racing version of its 308 hatchback, called the Racing Cup.

It's powered by the 308 GTi's 1.6-litre THP engine, producing an appropriate 308bhp. Other features include widened wheelarches and extra width, giving it a more aggressive stance than the road car.

There are also unique front and rear bumpers and a large rear wing similar to those fitted to World Touring Car racers – although this 308 is intended for use in a single-make Peugeot championship and endurance races such as the German VLN series at the Nürburgring circuit.

The 308 Racing Cup will make its debut at the Frankfurt Motor Show, before taking to the track for the first time at Circuit Paul Ricard in France in October.



New 308 Racing Cup set to replace racing version of RCZ in Peugeot's one-make series

Fund set up to honour Wilson

AS tributes continue to roll in for Justin Wilson, fans have been given a chance to honour his memory with a fund to support his young family.

The British IndyCar and ex-Minardi and Jaguar F1 racer (right) died after an accident at Pocono Raceway circuit in Pennsylvania in August, and fans can buy merchandise at indycar.com, with 100 per cent of the profits going to the fund for his children. Wilson's website (justinwilson.co.uk) has details on how to make a direct contribution to the fund.



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AE HIGH Street retailing hasn't changed in recent decades. It's been revolutionised. Today's best coffee shops, supermarkets, electrical stores, stationers, furniture warehouses, clothing outlets and drinking establishments are a world apart from their counterparts of yesterday.

In the past, consumers seeking, say, audio or video gear would have to go to Rumbelows or Comet. Now they've got Apple Stores or Richer Sounds. Like Blockbuster, Borders, Focus, MFI, Threshers and others, Rumbelows and Comet were murdered on the High Street. Every dog has its day – and they've had theirs. Traditional/tired franchised dealers selling new cars, take note.

Too many languish in inappropriate properties peddling factory-fresh vehicles in the same way they've always peddled them – via the hated haggling process. Customers go up against seasoned salesmen (women are rare) on their territory, 'negotiating' on their terms. Then the cars take months to arrive! It's all wrong. The customer experience is wrong. The business model is wrong. The traditional, tired, franchised new car garage as we know it is – in 2015 – wrong. Many franchised dealers have been exempt from the retailing revolution.

It's for these reasons that I am, for the first time, urging consumers who've decided what model, spec and colour they want NOT to go direct to a franchised dealer for the haggling/buying ritual.

Initially, at least, bypass them. Use the phone and Internet to shop via established third-party companies – agents, brokers, enablers, facilitators, intermediaries and the like. The top ones closely monitor UK retailers, offering the best prices, customer service and delivery dates. You don't have to meet or visit that retailer (who, incidentally, will probably be a franchised dealership) as it'll probably be many miles away. Pay electronically. Have the car delivered, on a trailer, to your home.

Traditional dealers who've been loyal to manufacturers over the years can't just be dumped. But they must join the revolution, transforming salesgeezers into administrators, moving to more suitable premises, thinking less about being frontline retailers and becoming more like almost invisible suppliers cum stockists – just like those firms we buy from via Amazon. And if they don't change, many could – perhaps, should – go the same way as Rumbelows and Comet.

Do you agree with Mike?

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 @The_Rutherford



Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

I would urge buyers who know what new car, spec and colour they want NOT to go direct to franchised dealers

next issue

■ NEWS SPECIAL



Frankfurt Motor Show preview

All the major stars set to shine at the biggest European motor show of the year

■ DRIVEN



Octavia vRS 230

Scorching Skoda gets VW Golf GTI-style Performance Pack to up power to 227bhp

■ DRIVEN



Off road and on in legendary Rolls

As luxury brand readies new SUV, we drive twenties tank that set the original blueprint

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The official fuel consumption figures in mpg (l/100km) for the Renault Clio Dynamique 1.2 16V 75 are: Urban 39.2 (7.2); Extra Urban 60.1 (4.7); Combined 51.4 (5.5). The official CO₂ emissions are 127g/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO₂ may vary according to driving styles, road conditions and other factors.

Monthly payment shown based on £2,247 customer deposit with £400 deposit contribution, 36 monthly payments of £149, and an optional final payment of £5,664. Finance provided by RCI Financial Services Limited, PO Box 149, Watford WD17 1FJ. Subject to status. You must be a UK resident (excluding the Channel Islands) and over 18. Terms and conditions apply. Visit renault.co.uk for full details. Offer cannot be used with other offers and is available on featured new vehicles when ordered and registered before 30 September 2015. Offer based on 6,000 miles per annum excess mileage of 8p per mile inc VAT. Participating dealers only. Clio shown has optional Flame Red Renault i.d. metallic paint, available at an additional £595. Excludes Expression and Renaultsport models.